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THE editor of the RAILROAD JOURNAL is pleased to receive information of railroad enterprises already entered upon or projected, items regarding the business done on the roads, such as relate to persons employed in the rails road and kindred interests; in short, about all matter which the readers of such a paper as this are gratified to find within its columns.

INCORPORATION.

THE Citizens Street Railway Company, of Springfield, Ohio, has been incorporated with a capital of \$100,000.

THE American Live-Stock and Meat Transportation Company, with a capital of \$1,000,000, was incorporated at Albany on the 19th inst.

ARTICLES of incorporation of the "Consolidated Vanderbilt Mining Company" were filed on the 19th inst., in Milwaukee, Wis. The capital stock is \$1,200,000 and the object is "general mining in Mexico and elsewhere."

ARTICLES of incorporation have been filed at Albany, N. Y., of the New York, Richfield Springs and Cooperstown Railroad Company, capital \$6,000,000. The road is to begin at or near Fort Plain, and run in a southwesterly direction to Richfield Springs, with a branch to Cooperstown, through the counties of Montgomery, Herkimer and Otsego.

A CERTIFICATE of incorporation of the Automatic Elevator Hatchway Door Co. of Baltimore City, was filed in the office of the clerk of the Superior Court on the 16th inst. The board of directors are John H. Williams, Charles W. McCoy, Granville O. Wilson, Nathaniel P. Williams, Jr., Paul Turner and I. Parker Veazey, of Baltimore; and J. C. Hammett, of New York. The capital stock is \$26,000, divided into 260 shares, each of \$100 par value.

A CERTIFICATE of incorporation was filed at Albany on the 16th inst., of the Manhattan Beach Extension Railroad Company; capital, \$100,000. The road commences at a point of junction with the New York and Manhattan Beach Railway, near Coney Island Creek, in the town of Gravesend, and runs thence westerly to a point of junction with the railroad of the Coney Island Elevated Railroad Company, a distance of about three-quarters of a mile.

ARTICLES of incorporation were filed with the Secretary of State of Arkansas, on the 14th inst., of the Fort Scott and Southern Railroad Co.

The road is to extend from Fort Smith through Sebastian and Scott counties to the town of Waldron. The directors are James C. Gilbreath, Wm. B. Turman, Wm. J. King and Thos. Davenport. The capital stock amounts to \$350,000 in shares of \$100 each, and much of it has already been taken up. The road is fifty miles in length, and work on it will soon be commenced.

THE St. Louis and Chicago Railroad Company has filed articles of incorporation in the office of the Illinois Secretary of State. The line is to begin at East St. Louis, in the county of St. Clair, Ill., running in a northerly direction through the counties of St. Clair, Madison, Macoupin, Montgomery, Sangamon, Logan, DeWitt, and McLean, Ill. Its termination will be near the city of Litchfield. The capital stock is \$3,000,000. The incorporators are Robert H. Hazelett, Springfield; Humphrey H. Hood, Litchfield; Thomas C. Kirkland, Montgomery county; Isaac Morrison and Lewis S. Olmstead, Jacksonville. The incorporators compose the board of directors for the first year.

PERSONAL.

GORDON L. FORD has been elected president of the Brooklyn, Flatbush and Coney Island Railroad in place of the late Henry C. Murphy.

THE directors of the Maine Central Railroad Company have unanimously re-elected Payson Tucker vice-president and general manager of the road.

COL. ORLAND SMITH has resigned as general manager of the Columbus, Hocking Valley and Toledo Railroad, to accept the third vice-presidency of the Baltimore and Ohio Railroad Co.

JAMES CONNOLLY, of Easton, Penn., who has been assistant superintendent of the Easton and Amboy Division of the Lehigh Valley Railroad for some time past, has been made General Superintendent of the road.

THE directors of the International Railway of Maine held a meeting at Bangor on the 14th inst. and elected J. H. Pope, of Cookshire, Quebec, as president; Noah Woods, of Bangor, vice-president; James F. Rawson, of Bangor, clerk, and C. F. Woodward, of Bangor, treasurer.

At a meeting of the directors of the Northern Central Railway Company in Baltimore on

the 14th inst., the following official appointments were confirmed, and will take effect January 1: Robert Neilson, at present general superintendent of the lines from Marysville to Canandaigua, to be general superintendent of all the lines of the company; A. O. Dayton, at present superintendent of Motive Power at Williamsport, to be superintendent of Motive Power of all the lines of the company; G. O. Wilkins, at present general superintendent of the Baltimore division, to be general agent at Baltimore; H. W. Kapp, at present train master, to be superintendent of the Baltimore division.

CONSTRUCTION.

THE survey of the Canada Southern Cut-off from Welland to Clifton has been completed.

THE preliminary survey of the Arkansas and Louisiana Railroad has been completed from Hope to Magnolia.

THE Mexican Government has extended for six months the time for commencing work upon Gen. Grant's Mexican Southern Railroad.

A RAILROAD is to be built from the Brazil (Ind.) coal district to connect with the Louisville, New Albany and Chicago at Bainbridge.

THE California Southern Railroad Company commenced on the 11th inst. the survey of its line from Colton, the present terminus, to San Bernardino.

THE president has accepted 250 miles of new road on the Atlantic and Pacific Railroad—200 miles in Arizona and fifty miles in the Indian Territory.

ABOUT 800 men are at work between Washington, Penn., and Pittsburgh, preparing the Pittsburgh Southern for the Baltimore and Ohio cars, and building the new track from Finleyville to the Monongahela River.

THE railroad from the Cranberry iron mines in Mitchell county, N. C., to Bristol, Va., is now in operation, and considerable North Carolina iron is now going out of this State in that direction.

THE St. John Telegraph says that a syndicate composed of John McDougall, Robt. Cowans, and David Morrice of Montreal; James Croassen of Cobourg; R. G. Leckie of Sherbrooke and L. A. Senecal of Montreal, have purchased a controlling interest in the stock and bonds of

the Spring Hill and Parrsboro Railway and Mining Company, with the intention of putting the road in first-class working order and developing the coal areas, which are said to be very valuable.

THE Portage, Westbourne and Northwestern Railway was transferred to the Allan Syndicate on the 16th inst. Trains are now regularly running on this road as far as Gladstone and fifteen more miles will be finally completed in the course of three or four weeks.

STEPS are being taken to secure the right of way from Coshocton, Ohio, to Wheeling, W. Va., for the extension of the Mt. Vernon, Coshocton and Wheeling Railroad. Engineers are now locating the road between Columbus and Mt. Vernon. Its western terminus will be Marion.

THE last rail connecting the two ends of the Chicago and Atlantic Railroad was laid recently between Huntington and Rochester, Ind. This opens up a new and important route between the East and West. This road will be run in connection with the New York, Pennsylvania and Ohio, close connection being made at Marion, Ohio.

THE Marquette, Houghton and Ontonagon has let contracts for grading a portion of its thirty-mile extension from L'Anse to Houghton. This extension is expected to cost about \$500,000, and will be opened for business next year. Bonds to cover the cost will be issued in 1883. The company has ample funds to begin work with. A land grant of about 70,000 acres will, it is said, be secured by the construction of this line.

At the meeting of the directors of the International Railway of Maine, held at Bangor, Me., on the 14th inst., the report of the engineer in regard to the location of the line was accepted. The statement was made that ten miles of road from the northwestern boundary into Maine were now under contract and ten miles more will be let to contractors within a few days. The expression of the directors was unanimous that the road will be pushed to early completion.

SEVENTY-ONE miles of fourth track have been completed on the New York division of the Pennsylvania Railroad this year, and fifteen miles are in progress. Nearly three miles of third track have been laid on the Kensington branch. Fourteen miles of fourth track between New Brunswick and Amboy Junction are under contract, and early next year fourth tracks will be laid from Germantown Junction to the North Pennsylvania Junction. Every car to be obtained is employed in transporting freight, and engines as fast as they can be procured are put in service.

LAST week 7.4 miles of new track were laid upon the western division of the Atlantic and Pacific Railroad, and the end of the track is now 443 miles west of Albuquerque, 400 miles of which have been examined by the Government Commissioners. One hundred miles of the central division in the Indian Territory, starting from Seneca, westward, have also been completed. This leaves a gap of some 600 to 800 miles between the two divisions for future

operations. May 1, 1883, is the time now set for reaching the Colorado River and the California Southern Railroad.

THE formal opening by the Wisconsin Central Railroad Company of their new line known as the Milwaukee and Lake Winnebago line, from Milwaukee to Neenah, by way of Fond du Lac and Oshkosh, took place on the 18th inst. The new line is sixty-five miles in length and gives the Wisconsin Central Company a complete line from Milwaukee to Ashland. This has been constructed in the most approved manner, with all steel rails, and at a total cost of \$1,950,000, which is \$30,000 per mile. This includes all equipage and necessary buildings. The equipment of the road now consists of 50 locomotives, 1,562 freight cars, 28 passenger cars and 5 sleepers. It has 70 station agents and about 800 employés. The monthly payroll amounts to between \$50,000 and \$60,000.

ORGANIZATION.

THE directors of the Cincinnati and Eastern Connection Railway Company, elected on the 12th inst., are: W. R. McGill, G. H. Wilber, S. Woodward, O. H. Hardin, W. Mansfield, N. R. Thompson, M. Jamieson, H. Feike and J. W. Henley.

THE directors of the Dorchester and Delaware Railroad Company, elected on the 13th inst., are: John Webster, E. S. Johnson, Dr. R. G. Ellegood, John N. Wright, E. R. Goslin, Isaac H. Wright and M. S. Fletcher. President, John Webster; treasurer, E. S. Johnson.

THE incorporators of the Duluth and Winnipeg Railroad have elected the following board of directors: W. W. Spaulding, R. C. Mitchell, H. M. Peyton, James Bardon, A. M. Miller, A. J. Sawyer and J. C. Hunter, all local. The new board elected W. W. Spaulding, president; A. M. Miller, vice-president; and J. C. Hunter, secretary and treasurer.

At the annual meeting of the shareholders of the Hartford and Connecticut Western Railroad Company, held in Hartford, Conn., on the 19th inst., the following board of directors was elected: W. L. Gilbert, of Winsted; Thos. Connell, R. B. Carpenter and S. G. Dimock, of Rondout, N. Y.; C. T. Hillyer, L. B. Merriam, and J. F. Jones, of Hartford; Frederick Miles, William H. Barnum, A. H. Holley and L. Dunning, of Salisbury; E. T. Butler, of New York; and J. O. Phelps, of Simsbury.

THE directors of the New York and Boston Inland Railroad Company, elected on the 14th inst., are: George Cook, George E. Spare, P. B. Adams, N. W. Merwin, Samuel W. Hurlbut and John B. Adriance, of New Haven; Edward N. Shelton and H. A. Nettleton, of Birmingham; William Roach, of Boston; H. A. Blood, Pittsburgh, Pa.; F. L. Ham, of Peabody, Mass.; Charles B. Bigelow, of Clinton, Mass. President, George Cook; secretary, George E. Spare; treasurer, J. H. Boardman, of Birmingham.

At a meeting of the directors of the Chicago, St. Paul, Minneapolis and Omaha Railway Company, held in this city on the 14th inst., W. K. Vanderbilt, Cornelius Vanderbilt, Augustus Schell, M. L. Sykes, H. McK Twombly, Albert

Keep, J. C. Spooner and Marvin Hughitt were elected new members, taking the places of H. R. Bishop, J. M. Fiske, A. Kountze, H. T. Wells, R. R. Cable, E. T. Drake, H. H. Porter and Benjamin Brewster. Of the old board yet remaining are David Dows, Roswell P. Flower, Philetus Sawyer, W. D. Washburn and A. H. Wilder. H. H. Porter resigned the presidency and Marvin Hughitt was elected in his place. M. L. Sykes was elected vice-president in place of Philetus Sawyer. Mr. Sykes was also elected treasurer and assistant secretary. C. W. Porter retains the position of secretary. S. O. Howe was elected assistant treasurer.

Eastern Railroad.

THE gross earnings of the Eastern Railroad Company for the years ending September 30, 1881 and 1882, were as follows:—

	1881.	1882.
From local passengers.....	\$1,407,660 68	\$1,538,344 27
From foreign passengers....	203,369 70	227,912 86
From extra baggage.....	3,153 99	4,087 29
From express.....	69,292 14	70,432 03
From mails.....	48,874 64	63,079 70
From local freight.....	1,020,678 81	1,095,750 65
From foreign freight.....	278,169 27	297,944 99
From property.....	41,239 35	79,047 57
From miscellaneous.....	22,235 16	26,477 70
	\$3,094,273 74	\$3,403,077 51

The operating expenses for the year ending Sept. 30, 1882, were:—

Maintenance of way.....	\$313,620 73
Maintenance of bridges....	67,976 68
Maintenance of buildings, etc	116,888 22
Maintenance of cars.....	241,894 43
Motive power expenses.....	680,627 73
Freight transportation expenses.....	276,380 34
Passenger transportation expenses.....	239,317 88
Injuries and damages.....	36,000 00
Telegraph expenses.....	30,184 08
Crossing expenses.....	49,159 22
Drawbridge and signal expenses.....	29,737 29
Switchmen and watchmen..	32,782 44
Removing ice and snow....	12,887 03
Salaries office and general expenses.....	47,405 35
Legal expenses.....	19,881 35
Insurance and fire losses....	15,070 82
Taxes.....	63,221 07
Tenement expenses.....	11,436 35
East Boston wharf expenses.	8,496 83
	2,292,967 84

Net earnings..... \$1,110,109 67

Which are accounted for as follows:—

Interest accrued, for eleven months at 4%, one month at 6, per cent.....	\$674,438 72
Rent of leased roads.....	218,329 99
Filling Charlestown flats....	15,329 33
Alterations Lewis street wharf, East Boston.....	16,444 19
Salem electric signal.....	1,140 03
Charlestown hay-sheds and paving.....	30,897 04
Land purchased of State....	3,248 00
Steam-shovel.....	7,998 48
Additional tools for shops..	8,187 25
Construction Chelsea Beach Railroad (bridge etc.).....	5,974 43
Three additional locomotives	31,570 95
Twelve additional passenger and baggage cars.....	53,425 00
Investment in Portland, Bangor, Mount Desert, and Machias Steamboat Company, less amount received for sale of Chamblay bonds, etc.....	7,323 44
Total.....	1,074,306 85

Leaving surplus of..... \$35,802 82

Compared with the year 1880-81 the gross earnings of 1881-82 show an increase of \$308,803.77, with an increase in expenses of \$323,294.97, making a decrease in the net earnings of \$14,491.20. The report says:—

Included in operating expenses are the fol-

lowing large items, many of which are really improvements and additions to the property of the road: Nineteen new passenger cars, less amount received for old cars sold, \$51,816.43; thirty box freight cars, five caboose cars, one box-car (ice-cutter), forty-seven eight-wheel flat cars, thirty four-wheel dump-cars, etc., \$40,071.35; also paid toward extinguishment of Car Trust, representing value of thirty box-cars and twenty-seven flat cars, \$24,333.33. Of the above specified new freight cars, twenty-eight take the place of cars condemned; the payments therefore represent the value of one hundred and twenty-six and a half eight-wheel freight cars added to the rolling-stock of the road, all of which is included in operating expenses. Three new locomotives, less value of old, \$31,912.57; steel and iron rails, \$67,865.79; 123,337 new ties, \$41,283.93; bridges, renewal and repairs, \$67,976.68; water-stations, \$32,641.04; repairs of buildings, including new stations, \$84,247.18.

The value of the property has increased year by year until it is believed the condition of the road will bear comparison with that of any other in the vicinity

	Miles.
The main line and double track between Boston and Portland is all in steel.....	142.15
The Saugus branch is all in steel.....	9.55
The Gloucester branch is all in steel (except 9,985 feet,.....)	15.05
The Conway division has of steel.....	6.09
The other branches, etc., have.....	4.89

Total steel track..... 177.73

During the year 55,530 ties, and 183,349 feet of other timber, have been kyanized at our Portsmouth Works, at a cost of about \$2.32 per thousand feet; it is believed the process will materially add to the life of the material, and eventually lead to a large reduction in item of expense of ties and other exposed timber.

It has been the policy of the management to stimulate the growth of the passenger traffic, devoting special attention to the local and suburban business, by giving the public increased accommodations in both the number and speed of passenger trains, and in new equipment of cars and locomotives.

The figures appended may serve to indicate the satisfactory result of this policy as shown by the increase of traffic and earnings.

The miles run by passenger trains have increased from 1,084,615 in 1878-79 to 1,369,704 in 1881-82, an increase of 25 per cent; whereas the number of passengers carried has increased in the same time 2,069,339 passengers, a gain of 46 per cent; and the passenger earnings have increased from \$1,451,857 in 1878-79 to \$1,903,856 in 1881-82, a gain of \$451,999, or 31 per cent.

The freight traffic has also largely increased; the earnings of the past year being \$405,651 in excess of those of 1878-79, a gain of 41 per cent.

The heavy outlay for expenses necessitated by this increased traffic has been more than provided for by the earnings, and the net earnings of 1881-82 show a gain of nearly 12 per cent as compared with those of 1878-79.

The improvement in the financial condition of the company is also a marked one, as may be seen by reference to the General Balance Sheet of Sept. 30, 1882. The immediate cash assets, exclusive of investments, etc., are \$780,081.54; the current floating debt for traffic balances, accrued interest, etc., is \$728,609.95—making a net cash asset of \$51,471.59.

The length of main line of road is as follows: Boston to New Hampshire State line (owned), 41.45; State Line to Portsmouth (leased), 15.84; Portsmouth to Maine State Line (leased), 0.24; State Line to Portland (leased), 50.76; Conway Junction to North Conway (leased), 71.37—total length of main line, 179.66. The branches owned by the company are as follows: East Boston (double-track, 1.29), 3.47; Charlestown, (all double-track), 1.09; Saugus, 9.55; Swampscott, 3.96; Marblehead, 3.52; Law-

rence (double-track, 1.64), 19.89; South Reading, 8.12; Gloucester, 16.94; Essex, 5.48; Asbury Grove, 1.06; Salisbury, 3.79—total length of branches owned, 76.87. Branches leased: Newburyport City Railway, 2.24; Portsmouth and Dover Railroad, 10.88; Wolfsborough Railroad, 12.03; Chelsea Beach Railroad, 1.78—total length of branches leased, 26.93; making the total length of road and branches operated by the company, 283.46, on which there are 37.88 miles of double-track—33.86 on the main line, and 4.02 on the branches; besides which there are sidings and other tracks, not above enumerated, the aggregate length of which is 90.60 miles, a total length of track of 411.94 miles, of which 177.73 miles are laid with steel rails.

The equipment of the road consists of 102 locomotives, with 2 spare tenders; 171 passenger, 1 parlor, 1 directors', 37 baggage, 4 mail, 3 express, 2,044 (equal to 1,880 on a basis of 8 wheels) freight, and 127 (equal to 74½ on a basis of 8 wheels) gravel, tool, boarding, pile-driving, derrick and stone cars, and 23 snow plows on wheels. Of these, 83 locomotives, 170 passenger, 1 parlor, 1 directors' 35 baggage, 4 mail, 1 express and 1,661 (equal to 1,446 on a basis of 8 wheels) freight and other cars, and 19 snow-plows are owned by the company.

The number of miles run by locomotives with passenger trains was 1,296,988; with freight trains, 718,809; switching, 455,722; working trains, 101,674—total, 2,573,193. Miles run by freight cars, 13,493,693; by passenger cars, 5,628,735.

Number of foreign passengers carried, 192,173; do. local (including season) 6,411,914—total, 6,604,087. Total number of passengers carried one mile, 93,871,712. Av. distance traveled per passenger, 14.21 miles; av. rate of fare per mile received from all passengers, 1.881 cent.

Number of tons of foreign freight carried, 248,355; do. local freight, 1,009,344—total, 1,257,699. Total tons of freight carried one mile, 68,479,129. Av. length of haul per ton of freight, 54.44 miles; av. rate received per ton per mile for all freight, 2.035 cents.

PROFIT AND LOSS ACCOUNT.

DEBIT.	
Balance Sept. 30 1881.....	\$9,667,695 70
Account transferred.....	\$855 12
Worthless bills, and accounts charged off.....	2,264 83
Operating expenses for the year.....	2,292,967 84
Interest for the year.....	674,438 72
Rent of leased roads for the year.....	218,329 99
Total debits for year.....	3,188,856 50
Total debit.....	\$12,856,552 20

CREDIT.	
Increase in value of Maine Central stock.....	\$358,145 17
Difference between value of Portland, Bangor, Mt. Desert, and Machias S. B. stock.....	\$15,000 00
And amount of same paid from earnings.....	7,323 44
This difference of.....	7,676 56
being paid from sales of bonds, and other moneys not previously standing as assets on the books.	
Gross earnings for the year ...	3,403,077 51
Total credits for the year.....	3,768,999 24
Balance to next year's account.....	\$9,087,652 96

—which includes stocks of uncertain value as follows: 5,513 shares stock in Portsmouth,

Great Falls and Conway Railroad, and 3,490 shares stock in Wolfeborough Railroad.

GENERAL BALANCE SHEET SEPT. 30, 1882.

Construction.....	\$7,764,127 19
Equipment.....	1,048,695 95
Real estate.....	95,450 00
Stocks, bonds, etc.....	1,258,507 81
Materials and supplies on hand.....	347,491 43
Cash on hand.....	124,412 46
Bills receivable.....	2,768 32
Due from agents.....	77,060 72
Due from Railroad Companies and others.....	115,970 16
Other debit balances.....	112,378 45
Profit and loss.....	9,087,652 96
Total resources.....	\$20,034,515 45
Capital stock.....	\$4,997,600 00
Funded Debt:	
Certificates of indebtedness (U. S. Gold).....	\$10,355,000 00
Scrip certificates of indebtedness (U. S. Gold).....	330 65
Certificates of indebtedness Sterling (\$630,000).....	3,070,274 85
Ten-year coupon notes to be funded.....	4,000 00
Essex railroad bonds.....	194,400 00
	13,624,005 50
Mortgage notes.....	684,300 00
Floating Debt:	
Notes payable.....	\$112,378 45
Current bills and pay-rolls audited.....	211,598 18
Current traffic balances and accounts payable.....	239,349 85
Coupons uncalled for.....	37,633 12
Accrued interest uncalled for or not yet due.....	84,834 57
Dividends uncalled for.....	15,817 00
Injury fund.....	17,612 12
Credit balances.....	9,386 66
	728,609 95
Total liabilities.....	\$20,034,515 45

President.—E. B. PHILLIPS.

Directors.—George S. Morison, George P. King, John Cummings, Alfred P. Rockwell, Richard Olney, Samuel C. Lawrence, Jacob C. Rogers, Charles Houghton, Elijah B. Phillips.

Treasurer.—N. G. CHAPIN.

Auditor.—C. S. SARGEANT.

Master of Transportation.—D. W. SANBORN.

Purchasing Agent.—G. J. FISHER.

Improved Mining Apparatus.

SOME improvements have been lately introduced in the English mines, intended to prevent the great wear in the ropes by one coil chafing against the other, and obviating the necessity for coiling the ropes round the drums usually employed. In this new arrangement there is used a single winding rope, an upper set of grooved head-gear pulleys and a lower set of grooved winding pulleys, each consisting of two pulleys and an intermediate grooved pulley between the two sets. The rope is attached to one end of the cages, passes over one of the head-gear pulleys, under one of the winding pulleys—to which motive the power is applied—and back over the intermediate pulley, then under the other winding pulley, and thence over the other head-gear to the other cage, to which the end of the rope is attached. By this simple plan not only is the greater durability of the rope necessarily insured, but all tendency to slipping off the rope is entirely obviated, because in proportion as the weight of the load is increased, the adhesion of the rope is augmented. Again, the bearings of the intermediate pulley may be carried in a movable frame, either inclined or otherwise, so as to admit of the pulley being adjusted as required, in order to maintain the rope taut.—The Tradesman.

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have to be "evolved" out of the necessities of the railroads themselves, or the Legislatures will be prompt to take advantage and get the masses of men imbued with the idea that they can by their voting power take possession of the property of other people against their consent, and without compensation. This is to drift into turbulence and instability.

Men like Mr. VANDERBILT, when they are beset at Albany by hostile legislation, may mistakenly welcome the effort of intervention from Federal interference. As was stated very tersely by one of the New York railroad men, "The railroads will have to own the Commission, or the Commission will have to own the railroads." Ownership is the characteristic of control; and however many laws may be made, or however Commissioners may be appointed to watch and regulate business with the railroads, it will still remain true that the owners of the railroads must, in the end, control them.

Until, by some process, they can invent a law with a new power which will compel a man to work without compensation, or to give the use of his property for less than he thinks it is worth, all such attempt at regulation must come to naught; and inasmuch as they are mere impediments to be supported either by money raised from taxation, or by money saddled upon commerce and transportation, the fewer such intermediaries between the shipper and the carrier the better. Commissions emanating from among the carriers themselves are necessary, and will save ten times their cost; but Commissioners imposed from without by the political power, in the long run strike at the foundations of property and good government.

We once more direct attention to the coming National Exposition of Railway Appliances, to be held in Chicago, and to be opened on Thursday, May 24, and closed June 23, 1883. Arrangements for exhibits should be made as promptly as possible. An advertisement in this issue gives all necessary information on this head. The project is being promoted by so many eminent railroad men that its success is assured. Inventors and manufacturers have, in the coming Exposition, an enviable opportunity of making those persons acquainted with their productions whose knowledge is the most likely to result in profitable business. The exhibition will be on a scale of great magnitude and certainly will be one of the most important events in the history of railroad development in the United States.

The Jamestown (N. Y.) Oil Exchange was organized on the 16th inst., with 150 members and \$15,000 capital stock. A. M. Lowry was elected president, and K. W. Ingham, secretary.

ADVERTISEMENT in the RAILROAD JOURNAL.

RAILROAD MEDICAL SERVICE.

[Continuation of the French System.]

BY S. S. HERRICK, M. D.

SECRETARY OF BOARD OF HEALTH, STATE OF LOUISIANA.

THE NORTHERN RAILWAY.

THE printed regulations of this company, dated 1874, have just reached me, and some points are here noted as worthy of attention:—

As a rule, injuries and diseases contracted in the line of duty entitle one to free medicines; and only those can claim them who occupy subordinate positions.

In addition to the relief-chests, amputation-cases, stretchers and certain other surgical appliances deposited at stations designated by the board of directors, every passenger train is provided with a relief-chest.

The commissioned physicians of the company receive for their services an annual fixed salary. The board of directors, having discovered from the annual reports of the physician-in-chief that many of the applications for medical relief came from men afflicted with organic maladies long previous to entering the company's service, determined to take measures to prevent this evil. It was decided to admit no one into the permanent employ of the company without a certificate from a company's physician of physical fitness for his particular duty, and of his freedom from any organic affection or manifest or hidden infirmity which might disable him for service.

Any degree whatever of organic heart trouble, or any predisposition to tuberculosis, would be reason for rejection. Particular attention was called to perfection of vision (with special reference to color-blindness), to freedom from varicose veins and rupture, among all men applying for train service, such as conductors, engineers, firemen, brakemen, and also switchmen, road laborers and shop operatives.

In the circular published at the end of 1880, are special directions for testing the visual faculty.

1. The outward appearance of the eyes is examined with reference to the eyelids, the lachrymal ducts, the conjunctiva, the cornea and the pupil. The result is indicated by the terms *good*, *ordinary* and *bad*. Any special lesion or defect is noted under the head of "observations."

2. The *Visual Field* is determined by comparing the candidate's extent of distinct vision with that of the examiner.

3. *Visual Acuteness* is determined by the use of Snellen's test-types. Certain grades are read at known distances by normal eyes, and inability to read at the usual distance indicates short sight in proportion to the nearness required for distinct vision.

4. The *Chromatic Sense* is determined by colored worsteds. Whenever a candidate is found to make repeated mistakes, or to hesitate in matching the skeins, he is re-examined by the physician-in-chief before being finally condemned.

The above qualifications must be possessed in a higher degree by engineers, firemen, con-

ductors, gate-keepers, switchmen and road laborers, than by those engaged in office work. Attention is called to the liability of typhoid fever, cerebral affections, the abuse of alcohol and of tobacco to injure the appreciation of colors and visual acuteness.

PHYSICAL EXAMINATION OF EMPLOYÉS.

A circular, dated July, 1872, from the physician-in-chief of the Paris, Lyons and Mediterranean Railway to his subordinates, calls attention to the necessity of applying stricter tests of the vision and hearing of certain classes of employés, such as locomotive engineers, firemen, switchmen, agents and attendants of stations, conductors of trains, workmen upon the tracks and female gate-keepers.

The examination of the eyes does not differ materially from the method previously noted. With reference to hearing, the external condition of the ears was to be observed, and the degree of sensibility to be determined by the distance at which the ticking of a watch could be heard.

A circular of the same company, dated 1864, contains a nomenclature of diseases and infirmities which are absolute causes of corporeal disqualification or relative cases of disrating for employés of the active service. In this list are recited a large number of maladies, under 68 different heads. Six of these are affections of the skin, including leprosy, syphilitic ulcers and lupus among others less severe. Four are maladies of the brain and nervous system, viz: convulsive affections, delirium tremens, paralysis and mental alienation. Eye disorders number twelve, the most important of which are nearsightedness, color-blindness, and cataract. Of the ears, deafness, well marked and chronic, is the only infirmity named. The nose and the mouth each furnishes two ailments, which are rather uncommon. Of the neck, we find four infirmities enumerated, which in reality comprise several more, including wry-neck, scrofulous and cancerous tumors, goitre, chronic affections of the larynx, etc. Maladies of the thorax, four in number, have reference chiefly to diseases of the bones. For the lungs and respiratory passages, we find pulmonary consumption, chronic catarrh and asthma. Organic diseases of the heart, under two heads, include the various affections of the walls, valves and pericardium, and aneurisms. Abdominal ailments, under six heads, include a great variety of different organs. Those of the genito-urinary organs number eight, mostly grave disorders, but some not involving total disability. Disorders of the limbs, under ten heads, might count many more as separate ailments, and are mostly of a serious nature. Constitutional infirmities, under two heads, include the scrofulous, scorbutic, tuberculous and cancerous taints, and natural feebleness.

From the foregoing it is apparent that the French method of engaging railroad employés is, in reality, like the marriage formula of "taking for better or worse," but with the super-added precaution of obviating the taking for worse. It is in fact like enlistment in the army and navy, by a preliminary examination, with a consequent obligation provided for them in sickness and health. In consequence the companies retain their picked men, rather than examine and try new hands; the men, on their

part, become attached to a service where their allowances for relief gain in certainty and degree by lengthened employment.

A superficial view of such an arrangement might indicate that its benefits are rather one-sided, in favor of the employés; but it may be presumed that the managers understand their business, and find their interest in securing permanent engagements, higher skill, greater fidelity and no risk of strikes and interruption of business, nor of prosecutions for personal damages by injured employés.

It is clear that a well-organized medical department must diminish the business of the law department, but we need not apprehend jealousy on the part of the latter, for good lawyers study the interest of their clients as good physicians do that of their patients, and litigation and unsanitary conditions are alike avoided by those who gain their livelihood from these very evils. In fact these two departments must be helpers of each other as well as conservators of the company's interests; the medical aiding the law department in the settlement of claims for personal damages, and the latter aiding the former in resisting demands for relief by those who have forfeited the right by misconduct of any kind susceptible of proof.

Besides, there can be no doubt that the companies expect to derive advantage from the physical examination of their employés, in avoiding such accidents as may grow out of defects of sight and hearing, and those infirmities which might result in sudden break-down or in failure to answer special requirements of duty. It is simply a question of having picked men for responsible places, and of paying for the guarantee.

[TO BE CONTINUED.]

Revival of our Commercial Marine.

A PAMPHLET on "The Revival of the American Carrying Trade," by John Codman, just received, is well worth reading and thinking about. It was written in answer to the questions of the joint committee of Congress, appointed to inquire into the condition and wants of American shipbuilding and shipowning interests. The writer opposes the subsidy scheme, as being for individual benefit, and advocates the revision of those existing laws to which, in his opinion, the decline of American shipping is attributable. His concluding paragraph reads as follows:—

"In conclusion, I am sorry to express the opinion, that, do what Congress will in the way of removing our burdens, even to the extent of granting absolute freedom, and copying our navigation laws in all respect after those of England, measures that would have been eminently successful in the outset, the restoration of our carrying trade will be a labor of years. We have lost our prestige and experience; we are no longer a maritime nation; our shipowners have been wearied and disgusted; they have gone into other business, forced by their government to abandon their old calling. Our shipmasters, the pride of the ocean in the old packet days, are dead, and they have no successors. Congress, by its supine neglect has all this for which to answer. While it has lent a

listening ear to bounty and subsidy seekers, intent only on personal gain, its committees have never been willing to report a free ship bill, nor has the Senate or the House allowed the subject to be otherwise than incidentally debated."

Lighting the Platforms and Steps of Railroad Cars at Night.

AN ingenious device for lighting the platforms and steps of railroad cars at night, and also station platforms in the vicinity of the car steps, was tested last week by the Philadelphia and Reading Railroad Company.

The object of the device is obtained by means of a lantern placed under the steps of the car. The rise of each step is provided with a window of thick plate glass, through which the light illuminates the steps. In the back of the lantern is set a door which has a bull's-eye of suitably colored glass, through which the light also shines, and may serve as a substitute for the danger and other signals usually placed upon the platform or railing of the rear car.

The lamp inside the lantern is an ordinary double-wick burner, and for the purposes of illumination on the trial trips mineral sperm oil was used. The lamp appears to have withstood the shocks of coupling and the jars incident to the application of air-brakes to the train; going through tunnels and passing moving trains without a noticeable flickering of the flame from excessive drafts, or a dislocation of any part of the lamp from shocks. It not only lit up the steps and a space of five to six feet on either side, but also the ground beneath and around them, thereby enabling passengers to see both the steps and the platform when the train was drawn up at a station. Apart from guarding against accidents and consequent risk of life, the following advantages are claimed for the invention:

Accidents sometimes occur by the starting of the train when the passenger is still on the steps. This risk will be obviated, for the conductor can always tell that the platform is clear when the interference with the light, caused by the passenger's body, ceases.

Another class of accidents intended to be avoided by the use of the invention is that which occurs when the brakeman, lifting his lantern to show the passenger the steps, may be mistaken by the engineer as giving a signal to start the train.

In regard to the immunity from collision, the cars provided with this device will always present two danger signals from the rear steps of the train, and this will be the case even if the rear car be switched off, as the then rear car will still have similar warning signals. The lines of light shining out from the steps of the train may afford additional protection from collision from the rear.

The inventor and patentee is GEORGE W. HUNT, of Philadelphia.

THE Mexican Congress, prior to its adjournment on the 16th inst., authorized the President to grant permission for the establishment of banks throughout the country.

The Pacific Railroads.

(Continued from page 999).

RAILWAY COMMISSIONERS.

Railway commissioners have been appointed in twenty-one States. The report continues:—

The general scope of the laws under which these commissioners are appointed is to control railroads within the State, and they exercise, in many instances, a healthful influence over railroad management. But railroad transportation, strictly confined within State jurisdiction, is so limited that it leaves the real difficulties unsolved and nearly unaffected. It cannot be said that State laws have been successful in dealing with the subject. Their limited jurisdiction involves conflicts with both the general government and their sister States. Diverse decisions have been rendered by the highest judicial tribunals of neighboring States upon State laws of like import and purpose. The power of Congress over the whole subject can hardly be questioned. The Supreme Court of Illinois concedes it, and the decisions of the Supreme Court of the United States seem to render it indisputable.

The universal use and absolute dependence of all interstate commerce upon railroads give constant rise to new questions, under new conditions, which only experience can properly solve. It would seem that true wisdom would hasten slowly in dealing with this great problem, seeking the fullest information as the only true basis for wise legislation. The solution must lie in the just application of the laws of trade and commerce, with such authoritative regulation by law as will hold abuses in check, and this power can be derived only from federal law of universal application.

I have felt it to be my duty to call attention to this subject, although I have not thought it appropriate to discuss the question in detail. I therefore respectfully recommend that a commission be appointed to take into consideration the whole question, and report to Congress the facts necessary for intelligent and efficient action upon the subject.

The Commissioner next speaks of the unnecessary and dangerous dissimilarity of railway signals, and recommends the adoption of a uniform system. He says he has reason to believe that most if not all the railroad companies would co-operate in securing such uniformity, and would regard a law to that effect with much favor.

Under the head of settlements of accounts for transportation service it is stated that efforts have been made to secure the adoption by all the departments having occasion for transportation upon the subsidized roads, of a uniform form of "request for passenger transportation," which, it is believed, will prevent many inconveniences to which the companies and the accounting departments are subjected by reason of the different forms now in use. It is probable that such uniform system will soon be adopted.

CENTRAL PACIFIC.

The different railroads are next taken up in detail, beginning with the Central Pacific, in regard to which the Commissioner says:—

The property and accounts of this company have been carefully examined. Every facility was accorded to render such examination thorough and complete. A marked improvement in the entire plant and a decided increase of business were exhibited. The total length of the roads operated by the company on June 30, 1882, was 3,036.35 miles, of which 1,204.5 miles are owned, being the same as in the previous year, and 1,831.35 miles are leased, being

an increase of 314.1 miles. Of the 1,204.5 miles owned, land was granted to aid in the construction of 1,012.47 miles, of which 860.66 miles were subsidized with bonds in addition to the lands. There is a decided improvement in the track, bridges and buildings. Steel rails are being laid to replace iron. At the beginning of this year there remained only 300 miles of iron rails, of which 106 miles have since been relaid with steel. The road is at present in excellent condition for safety and business. The intention is, however, frequently expressed to replace all wooden bridges and culverts with iron and stone, to reduce the curvature and grades where necessary and to extend and deepen the ballast and bring the road as rapidly as possible to the highest standard of excellence. The equipment of the road is very good, and eighty-eight locomotives and 1,621 freight cars have been added during the fiscal year.

The company has leased and operates the Southern Pacific Railroad of California from Huron to the Colorado River at Yuma, and the Southern Pacific Railroad of Arizona and New Mexico from Yuma to El Paso, Texas, via Deming, N. M. The new road from El Paso to Deming, a distance of eighty-eight miles, was found to be in good condition, which was also true of the road from Deming to San Francisco. Passing west from Yuma on the California portion of the road, there is no water station until arriving at Walters, 106 miles from Yuma. At Newhall, 452 miles south of San Francisco, oil wells have been developed which produce oil claimed to be equal in quality to that of the Pennsylvania wells. From five to fifteen cars are daily shipped. This discovery is fortunate, and is likely to be of great value to the company. The road from Tehachipa Summit to Caliente, a distance of twenty-three miles, has a descent of 2,700 feet, or about 116 feet to the mile, with curves of about ten degrees. The engineering difficulties are of great magnitude. It is carefully watched and well maintained. A special engine was constructed in the works at Sacramento, with special reference to the necessities of this difficult section. It is said to be the largest engine in the country. It is twelve wheeled (eight driving and four truck) and weighs, in working order, 123,000 pounds or sixty-one and one-half tons. The tender, in working order, weighs 63,000 pounds or thirty-one and one-half tons, aggregating the enormous weight of ninety-three tons. It will haul up, over this section, fourteen loaded cars of twenty tons each.

The earnings of the Central Pacific road, as shown by the report, during the fiscal year, were \$25,360,146, an increase of \$2,466,801 over the previous year.

The operating expenses were \$16,042,411, an increase of \$2,529,907 over the expenses for 1881. These figures show a decrease in the net earnings for the last fiscal year of \$73,105. A large portion of this increase in expenses is due to the improvement of the track, bridges and buildings, and to the substitution of steel rails for iron, all of which has been charged to operating expenses. There is a decided increase also in the expense of motive power and in the maintenance of cars.

A comparison of the above results with those of the previous years shows that the financial condition of the company has been much improved. On June 30, 1882, the total liabilities of the company, including \$59,275,500 capital stock, were \$175,773,286, and the total assets were \$174,451,661, leaving a deficit of \$1,321,625. Upon demand of the Commissioner a check for \$79,149, balance due the United States upon account of the twenty-five per cent of net earnings required by law, after deducting transportation account, was sent to the United States Treasurer by the vice-president of the company, which has therefore paid to the United States all its accrued indebtedness to date.

The land grant to this company is estimated at 12,822,400 acres, of which 2,505,584.45 acres had been patented to June 30, 1882. The com-

pany has sold 1,031,199.21 acres for \$5,917,000, or an average of \$5.74 per acre.

THE SOUTHERN PACIFIC.

The Southern Pacific Company, so closely identified with the Central Pacific system, is now building, under the name of the Galveston, Harrisburg and San Antonio Railroad, a line from El Paso via Sierra Blanca, Texas, to San Antonio, thence via the Galveston, Harrisburg and San Antonio road to Houston and Galveston, Texas, connecting at Houston with the Texas and New Orleans and Morgan's Louisiana and Texas Railway for New Orleans. This will make a direct route from San Francisco to New Orleans, a distance, at present computed, of 2,450 miles, and will open to California and the southern territories an outlet of great value. If the expectations of the company are realized it is believed that a line of steamers can be supported between New Orleans and European ports, and which, on return voyage, will bring a large immigration for the Pacific coast, which has not heretofore received any considerable part of that valuable population.

THE UNION PACIFIC.

Taking up the Union Pacific Railway in order the Commissioner says:—

A thorough investigation and examination of the property and accounts of this company have been made, and the result shows marked improvement in the condition of the property and increase in business. The company reports 1,818.8 miles of road, all owned by it, in addition to which there were operated in the interest of the company 2,449.1 miles, of which 349.4 miles were opened during the year.

The total acres of land patented to the company to June 30, 1882, is 3,420,013.75. Their total sales were 4,317,959.55 acres, which amounted to \$19,312,441.88. The total grant of land to this company, as at present consolidated, is estimated at 19,100,000 acres.

Among the noticeable improvements on the main line of this road are the rolling-mills at Laramie. They have eight furnaces, with capacity for rerolling seventy tons of rail per day and fifteen tons of bar iron. They employ about two hundred and thirty men. The buildings are of stone and the machinery and engines noticeably strong and well adapted to their work. The necessity for building these mills was early appreciated, and its accomplishment is highly creditable and economical to the company.

Another important addition within the year to the property of the company is an immense elevator at Council Bluffs, Iowa, the capacity of which is 1,500,000 bushels. Considerable additions to side tracks have been made at various points along the line, notably at Omaha and Council Bluffs. Improved bridges are being constructed.

By invitation of the officers of the road, inspection of the track, bridges and buildings of the Colorado Central, narrow gauge, from Denver to Georgetown, winding through mountains of rock, which afford abundance of stone for ballast, was made. The road runs into a rich mining district, the ores and supplies for which make it an important factor in the Union Pacific system.

The Denver and South Park division was also gone over. The road-bed is constructed admirably; about one-half is laid with steel. The buildings are amply sufficient for present demands, and the rolling-stock is good. The road penetrates an exceedingly rich mining district, affording large and increasing freightage. The rapid development of the Pitkin district bids fair to render it a most valuable contributor to the revenues of the Union Pacific system.

The Oregon Short Line Railway Company will form an important link in the Union Pacific system of roads, and will aid materially in the development of that entire section of the country.

The Utah and Northern Railway Company is the successor of the Utah Northern Railroad,

which was sold under foreclosure March 28, 1878, and at present extends from Ogden, U. T., to Butte City, M. T., a distance of 415.54 miles. This road is operated by the Union Pacific Railway Company, which owns nearly the entire stock, and as it passes through a rich mining country is expected to be a source of considerable revenue in the near future.

[TO BE CONTINUED.]

Illinois Central Railroad.

During the month of November, 1882, the traffic on the lines operated by this Company was (estimated):—

In Illinois.....	\$579,419 00
In Iowa (leased lines).....	172,725 00
Total.....	\$752,144 00

The traffic for the same month in 1881, on the same mileage, was (actual):—

In Illinois.....	\$572,540 06
In Iowa (leased lines).....	164,677 78
Total.....	\$737,217 84

During November, 1882, the land sales were 2,018.10 acres for \$11,774.69, and the cash collected on land contracts was \$19,656.15.

L. A. CATLIN, Secretary.

In a history of the Chesapeake and Ohio Railroad just published, it is stated that as long ago as 1868 Professor Maury, the State Geologist of Virginia, demonstrated that Newport News was the natural port for all the country except the most northerly States and Territories, and urged the completion of this railroad, which had been projected long years before, through the best and lowest pass of the Alleghanies, which had been discovered in 1714 by Gov. Spotswood and his band of cavaliers. He claimed that the local business of the Virginias alone would crowd a single track to its utmost. It is stated that the road from Newport News to Big Sandy River is now 404 miles; and including branches to Old Point Comfort and to local mines the total mileage is 561 miles. The history is published in handsome form by Fisk & Hatch. It contains also some account of the Lexington and Big Sandy Railroad, which is part of the Chesapeake and Ohio system.

The Jackson & Sharp Company, of Wilmington, Del., shipped on the 16th inst. four first-class passenger cars to the Florida Central and Western Railroad, two special officers' cars to the Denver and Rio Grande Railway, and one narrow-gauge passenger car to the Houston, East and West Texas Railroad. The officers' cars for the use of the officials of the Denver and Rio Grande Railway are beautiful and convenient. They contain separate apartments for offices, dining-room and kitchen, and are connected with electric bells. The cars are heated with Baker's patent heaters, and have all the modern appliances.

The Pittsburgh Chronicle of 18th inst. says that to transport by rail the same amount of coal that was shipped from Pittsburgh in two days by river, last week, it would require 11,400 cars with a carrying capacity of fifteen tons each, and would consist of 570 trains of twenty cars each. Each train, including locomotive, would be at least 630 feet long, and the combined length of the trains would be sixty-six miles. The rolling-stock of all the railroads leading out of Pittsburgh would not be equal to the emergency.

Baltimore Stock Exchange.

Closing Prices for the Week Ending Dec. 19.

W.13.Th.14.F.15.Sat.16.M.18.Tu.19.

Baltimore & Ohio.....	199	200	200	.....
6s, 1885.....	.....	.....	.....	.....
Central Ohio (\$50).....	.....	.....	.....	.....
1st mortgage.....	.....	.....	.....	.....
Marietta & Cin. 7½.....	.....	.....	.....	.....
1st mortgage, 7½.....	125	127	129½	.....
2d mortgage, 7½.....	100½	101	100	100
3d mortgage, 8s.....	56	56½	56½	56½
Northern Cen. (\$50).....	57½	57½	57½	57½
2d mort. 6s, 1885.....	.....	105½	.....	.....
3d mort. 6s, 1900.....	.....	.....	.....	.....
6s, 1900, gold.....	.....	.....	.....	.....
6s, 1904, gold.....	.....	115½	.....	.....
Pitts. & Connelev. 7s.....	.....	123	.....	.....
Virginia 6s Consol.....	63	53	.....	62
Consol. coupons.....	62½	63	.....	.....
10-40 bonds.....	43½	43½	43½	43½
Def'd Certificates.....	.....	.....	.....	.....
New 3s.....	46½	.....	.....	.....
Western Maryland.....	16	.....	.....	.....
1st M., end. by Balt.....	.....	.....	.....	.....
2d M., do.....	.....	.....	.....	.....
3d M., do.....	.....	137	.....	.....
1st M., unendorsed.....	.....	.....	.....	.....
2d M., end. Wash Co.....	.....	.....	.....	.....
2d M., preferred.....	.....	.....	.....	.....
City Passenger R. R.....	47	.....	.....	.....

London Stock Exchange.

Closing Prices

Dec. 1. Dec. 8.

Baltimore and Ohio 5s, 1927.....	106	108	106	108
Central of N. J., \$100 shares.....	80	85	70	75
Do. consol. mort.....	110	112	111	113
Do. Income Bonds.....	88	92	89	90
Central Pacific of Cal., \$100 shs.....	90	91	86	89
Do. 1st mort. 6s, 1895-98.....	117	119	117	119
Det., G'd Haven & Mil. Equip bds.....	116	118	117	119
Do. Con. M. sp. c., till '83 after 6p. c.....	115	117	116	118
Illinois Central \$100 shares.....	149	151	148	149
Do. S. F. 5s, 1903.....	104	106	104	106
Lehigh Valley Cons. mort. 1923.....	112	116	113	116
Louisville and Nashville mort. 6s 90	90	92	91	93
Do. capital stock \$100 shares.....	53	55	52	53
N. Y. Cen. & Hud. R. mort. bonds.....	132	136	132	136
Do. \$100 shares.....	134	135	134	135
Do. mort. bonds (stg.).....	122	124	122	124
N. Y. Lake Erie & West. \$100 shs.....	37½	39½	37½	37½
Do. 6 p. c. pref. \$100 shares.....	86	88	87	89
Do. 1st Con. Mort. bonds (Erie).....	127	130	128	132
Do. do. Funded Coupon bonds.....	124	127	125	130
Do. 2d Consol. Mort. bonds.....	99	101	98	99
Do. do. Funded Coupon bonds.....	97	99	97	99
N. Y. Pa. & Ohio 1st mort. bonds.....	51½	52½	52	51
Do. Prior Lien bonds (sterling).....	100	105	100	105
Pennsylvania \$50 shares.....	62	62½	61½	62
General Mortgage.....	124	126	124	126
Phil. & Erie Gen. mort. 6s, 1920.....	117	119	117	119
Philadelphia & Reading \$50 shs.....	26½	27½	26½	26½
General Consol Mortgage.....	114	116	114	116
Do. Improvement Mortgage.....	103	105	104	105
Do. Gen. Mtg. '74, ex-def'd coup.....	96	98	96	98
St. L. Bridge 1st mort. gold bond.....	121	123	121	123
Do. 1st pref. stock.....	94	98	94	98
S. P. of Cal., 1st mort 6s, 1905-6.....	106½	107½	106½	107½
Union Pacific 1st mtg. 6s, 1896-9.....	117	119	117	119
Wabash, St. L. & P. \$100 shares.....	31	33	33	35
Do. \$100 pref shares.....	56	57	54½	56½
Do. gen. mort. bonds.....	81	83	81	83

AMERICAN RAILROAD JOURNAL**Financial and Commercial Review.**

THURSDAY EVENING, December 21, 1882.

DURING the forenoon the rate for money on call on stock collaterals was 5 per cent. Time money was 6 per cent. In the afternoon the quotation was 5 per cent, and during the last hours of business 6, 5 and 4 per cent successively.

The posted rates for foreign exchange were 4.81½ and 4.85½. Sixty-day bills were 4.80½ and 4.81. Demand, 4.84½ and 4.85; cables, 4.85½ and 4.86; commercial bills, 4.79 and 4.79½. Continental exchange was as follows: France, 5.23½@5.20; Reichmarks, 94½@½ and 95½@½; Guilders, 39½ and 39½@40.

The total values of the exports of domestic breadstuffs from the United States during the month of November, 1882, was \$15,306,494; for the month of November, 1881, the total was \$18,025,880. The total exports of breadstuffs for the five months ended November 30, 1882, amounted to \$100,750,452; for the same period in 1881 the amount was \$98,337,515. The value of the exports for the eleven months ended November 30, 1882, was \$165,606,693; for the eleven months ended November 30, 1881, the amount was \$170,318,432.

The assessed value of all taxable property in Washing-

ton Territory this year is \$32,566,897. Last year it was \$25,786,415, this year's increase being \$6,780,482, or more than 25 per cent. The Territorial tax of 2½ mills on the dollar will yield a revenue of \$81,416, against \$67,351 last year with a 3 mill tax. The territory is out of debt, with money in the treasury.

A mortgage of the San Joaquin and Sierra Nevada Railroad Company to E. Judson and Stewart Menzies, as trustees, was filed in the Recorder's office at San Francisco, Cal., on the 8th inst. The amount of the mortgage is \$750,000 to secure the bonds of the road. The money will be expended in the construction and equipment of a railroad from a point in the San Joaquin valley to the Calaveras Big Trees.

The following circular, concerning the suspension of exchanges of three and a-half per cent bonds into three per cent bonds from December 30, 1882, to February 1, 1883, and the adjustment of interest on exchanges made thereafter, was issued from the Treasury Department at Washington on the 18th inst.:

"Notice is hereby given that in order to allow the preparation of the schedules and interest checks for the payment of the dividend due February 1 on the United States registered bonds of the acts of July 14, 1870, and January 20, 1871—continued at three and a half per cent—and on the United States registered bonds of the three per cent loan of 1882, the exchange of three and a half per cent bonds into three per cent bonds will be suspended from December 30, 1882, until February 1, 1883.

"Between the above dates, three and a half per cent bonds intended for exchange will be received and filed in the order of their receipt; the exchange being effected upon the re-opening of the books, February 1, 1883.

"Upon the resumption of the exchange of bonds, and until further notice, the interest on the three and a half per cent bonds surrendered for exchange into three per cent bonds will cease February 1, 1883, and the three per cent bonds issued thereafter will bear interest from that date; and Department circulars heretofore issued concerning the exchange of three and a half per cent bonds are modified accordingly.

"The books of the three per cent loan of 1882 will be closed during the months of January, April, July and October in each year, during which months bonds will not be transferred."

Efforts are being made to depress the Tennessee State bonds by the circulation of reports that the Compromise Act of 1882 will be undone by the new Legislature, and a new law passed redeeming the debt at fifty cents on the dollar, with interest at three per cent in the future. As so much of the debt has been funded under the Compromise Act, of this year, in good faith on the part of the holders of the bonds, it is not believed by those well acquainted with the position that these settlements will be disturbed. What bonds remain unfunded are largely composed of those that are held as liens against the railroads, and these are not likely to be presented. The history of the Tennessee State debt in late years has been so marked by speculation that it is not impossible that the agitation of the subject will be renewed after the 1st of January, and the bonds made subject to such fluctuations as can be bought to bear against them.

The income bonds of the Chicago and Alton Railroad Company, due Jan. 1, 1883, will be paid by Jesup, Paton & Co., on and after the 2d prox., after which day interest will cease.

It is learned at the Bureau of Statistics that the importation of Sumatran tobacco into this country has increased from thirty-eight pounds in 1880 to 782,763 lbs. in 1882, and that the importations since June 30 last were 527,249 pounds.

The directors of the Matthews Cotton Factory, at Selma, Ala., have resolved to increase the capital stock from \$100,000 to \$300,000. Extensive plans of enlargement have been determined on, and they will be commensurate with the amount of increased stock taken. The factory is in a most prosperous condition.

The Northern Central Railway Company has declared a dividend for the past six months of 4 per cent, payable 15th January next. This is an increase of 1 per cent on the previous semi-annual dividends.

Over \$200,000 has been subscribed in Louisville, Ky., as a guarantee fund towards the proposed exposition in that city in 1883, which, it is claimed, assures the success of the scheme.

It is estimated that fully \$60,000,000 will be disbursed in interest and dividends after the 1st of January.

The net reduction in the debt of the State of Pennsylvania during the past year was \$915,184.77.

The value of the exports from the United States of provisions, tallow and dairy products in November, 1882, was \$6,824,408, and in November, 1881, \$8,621,521. In 11 months ended November 30, 1882, \$84,863,003, and in same period of 1881, \$120,345,092.

A private conference of the managers of the Eastern and Maine Central railroads was held in Boston on the 20th inst., at which a consolidation of the two interests was practically agreed upon to go into effect after January 1, thus forming a grand Eastern system.

The earnings of the Western Union Telegraph Co. for the quarter ending Dec. 31, 1882, based upon nearly completed returns for October, partial returns for November, and estimating the business for December will be about \$2,150,000. After payment of a dividend of 1½ per cent, which will aggregate \$1,199,800, and appropriating \$106,850 for interest on bonded debt, and \$20,000 for sinking funds, the surplus remaining will be \$3,490,447.33. The estimated net revenues for the present quarter are \$139,489 less than those for the quarter ending Sept. 30, 1882.

The directors of the Mathew Cotton Factory, at Selma, Ala., have resolved to increase the capital stock from \$100,000 to \$300,000. Extensive plans of enlargement have been determined on, and they will be commensurate with the amount of increased stock taken. The factory is in a most prosperous condition.

The sale of the Marietta and Cincinnati Railroad, which took place at Chillicothe, O., on the 9th instant, was confirmed on the 19th inst. by the court having jurisdiction of the matter. This confirmation finally precludes any further resistance to the reorganization of the company under the plan heretofore presented to the public.

The Receivers of the Philadelphia and Reading Railroad Company have given notice of their intention to pay the next coupon of the general mortgage loan at maturity—that is, on and after January 2.

The report of the Master under the Receivership of the Philadelphia and Reading Railroad and Coal and Iron Companies, shows a balance in the treasury on November 1 of \$404,292.78, the balance at the close of September having been \$464,180.66, and the receipts during October \$3,269,642.40. The balance on hand in the treasury of the Coal and Iron Company November 1 was \$49,423.27, the receipts during October having been \$1,731,551.80.

The following quotations of sales of railway and other securities, for the week, are in addition to those given elsewhere in our columns.

New York.—Am. Dock and Imp. 5s, 93; Atlantic and Pacific 1st, 96; Boston and New York Air Line pref., 79½; Chicago, St. Paul, Minn. and Omaha, 53½; do. pref., 114½; do. consol., 108½; Central Iowa, 32; Chicago, St. Louis and New Orleans, 81½; Chicago, Milwaukee and St. Paul, Chicago and Pacific West div. 1st, 93½; do. Southern Minn. div. 1st, 109; Chicago and Northwestern S. F. 5s, 90½; Columbus, Chicago and Indiana Central inc., 52; Central Iowa 1st, 110½; Chesapeake and Ohio cur. 6s, 53½; do. 1st, Series A, 106; Chicago, Burlington and Quincy 8s, 103½; do. Denver div. 4s, 85½; do. Iowa div. 4s, 87; Chicago and Eastern Illinois inc., 87; Denver and Rio Grande, 43½; do. 1st, 108½; do. consol., 93; Dubuque and Sioux City, 88½; Danbury and Norwalk, 74½; Denver, South Park and Pacific 1st, 99; East Tennessee, Virginia and Georgia, 10; do. pref., 18; do. inc., 40½; do. 5s, 75½; Evansville Terre Haute 1st, 100; Fort Worth and Denver, 30½; Flint and Pere Marquette 1st, 112½; Green Bay, Winona and St. Paul, 7; Gulf, Colorado and Santa Fe, 1st, 112; Hannibal and St. Joseph 6s, consol., 107; Indiana, Bloomington and Western, 35½; do. 1st, 83; do. 2d, 74; do. Eastern div. 6s 93; Indianapolis, Decatur and Springfield 1st, 101½; International and Gt. Northern coupon 6s, 84½; do. 1st, 105½; Kansas Pacific 1st consol., 101; do. 6s, 189½, 108; do. 6s, Denver div. ass., 107; Louisville, New Albany and Chicago, 65; do. 1st, 104½; Long Island 58½; do. consol. 5s, 98½; Lake Erie and Western, 32½; do. 1st, 100; Louisville and Nashville genl. mort. 6s, 90; do. Cecilian Branch 1st, 104½; Manhattan Beach, 19; Metropolitan Elevated 2d, 88; Minneapolis and St. Louis, 30½; do. pref., 69; do. Pacific ext. 1st, 99; Missouri, Kansas and Texas, 33½; do. consol., 78, 106½; do. 2d, 57½; do. Gen'l mort. 6s, 85; Missouri Pacific, ex-div., 102½; do. 1st consol., 100½; do. 3d, 109; MIL-

waukee, Lake Shore and Western, 17; do. pref., 51%; do. 1st, 93%; Mobile and Ohio, 10; do. 1st debent., 80; do. 2d debent., 46; Memphis and Charleston, 46; Michigan Southern S. F., 105%; New York, Chicago and St. Louis, 14%; do. pref., 32%; do. 1st, 96%; Nashville, Chattanooga and St. Louis, 56%; New York, Ontario and Western, 26%; Norfolk and Western, 18%; do. pref., 51; do. genl. mort., 100%; Northern Pacific 1st, 104%; New Orleans Pacific 1st, 87; Ohio Central, 14; do. 1st, 95; do. inc., 32; Oregon Transcontinental, 84%; Oregon and California 1st, 92; Oregon Short Line 6s, 100; Oregon Railway and Nav., 154; do. 1st, 108%; Ohio Southern 1st, 80; do. inc., 27; Ohio and Mississippi, Springfield div. 1st, 114; Peoria, Decatur and Evansville, 26; do. 1st, 105; Richmond and Danville, 61; do. debent., 67; do. 1st, 89%; Rensselaer and Saratoga, 139%; Rochester and Pittsburgh, 20%; Rome, Watertown and Ogdensburg, 31%; do. inc., 44; do. ext. 5s, 74%; Richmond and Alleghany, 16; do. 1st, 83; Richmond, Danville and West Point, 26%; St. Paul and Duluth, 39%; do. pref., 96%; St. Paul, Minn. and Man., 144; do. 1st, 111; do. 2d, 108%; do. Dakota ext. 1st, 106%; St. Louis, Jacksonville and Chicago, 129; St. Louis and San Francisco 2d, class A, 97; do. B, 92; do. C, 93; St. Louis, Alton and Terre Haute dividend bonds, 90; St. Paul and Sioux City 1st, 112; St. Louis and Iron Mt., Cairo and Fulton 1st, 110; do. Cairo, Arkansas and Texas 1st, 104%; do. 5s, 74; do. Arkansas Branch 1st, 105%; Southern Pacific of Cal. 1st, 103; St. Louis, Kansas City and Northern Omaha div. 1st, 108; do. R. E., 7s, 107; South Carolina 2d, 90; Texas and Pacific, 40%; do. inc. L. G., 58%; do. Rio Grande div. 1st, 82%; Toledo, Delphos and Burlington inc., 10%; Utah Southern ext. 1st, 103%; Virginia Midland inc., 55; Washash genl. mort. 6s, 80; do. Iowa div. 1st, 91; do. Toledo, Peoria and Western 1st, 108%; Alabama, Class A, 84; Georgia 7s, gold, 116; do. 6s, 1886, 108; do. 1888, 107; Missouri 6s, 1886, 109%; do. 1887, 110%; North Carolina 4s, consol., 78%; do. 6s, Special Tax 3d class, 6%; South Carolina 6s, Brown consol., 106; do. 6s, non-fund., 5; Tennessee 6s, 45%; do. compromise bonds, 49; American Cable, 66%; Mutual Union Tel. 6s, 71; Colorado Coal and Iron, 31; do. 6s, 82%; Consolidated Coal, 27%; New Central Coal, 16; Ontario Mining, 35%; Standard, 6.

Boston.—Atlantic and Pacific blocks, 103%; do. 6s, 93; Atchison, Topeka and Santa Fe 7s, guar., 112%; Boston Land, 6%; Boston Water Power, 3%; Burlington and Missouri River in Neb. 6s, non-exempt, 102%; Cincinnati, Sandusky and Cleveland 7s, 103; Chicago, Burlington and Quincy 4s, plain, 82%; do. 4s, old, 86%; do. 7s, 1889, 112; do. Denver ext. 4s, 84; do. Southwest div. 7s, 82; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 103%; Central of Iowa, 33%; Cedar Rapids and Missouri River, 105%; Detroit, Lansing and Northern, 78; Flint and Pere Marquette, 23%; do. pref., 102%; Iowa Falls and Sioux City, 90; Jackson, Lansing and Saginaw 8s, green, 112; Kansas City, Lawrence and Southern 5s, 104; Kansas City, Fort Scott and Gulf, 80; do. 7s, 110%; Kansas City, St. Joseph and Council Bluffs 7s, 114; Little Rock and Ft. Smith, 49%; Massachusetts Central, 3%; Mexican Central, 23; do. 7s, 75%; do. inc., 20%; do. block No. 2, 250; do. No. 3, 95; Marquette, Houghton and Ontonagon, 68; do. pref., 119; Maine Central, 79%; New York and New England 6s, 105; New Mexico and Southern Pacific 7s, 114; Oregon Short Line subscriptions, 105; do. 6s, 98%; Summit Branch, 8%; Sonora 7s, 104%; Toledo, Cincinnati and St. Louis 4%; do. 6s, 38; Toledo, Delphos and Burlington, Main Line inc., 12; do. Dayton div. 6s, 43; do. Branch inc., 9%; Wisconsin Central, 16; do. 7s, 1st series, 79%; do. 2d series, 44; Wisconsin Valley 7s, 112%; Allouez Mining Co., 2; Atlantic, 17; Franklin, 14%; Huron, 2%; Osceola, 31%; Pewabic, 12; Silver Islet, 5%; Sullivan, 1%.

Philadelphia.—Am. Steamship Co. 6s, 105; Belvidere Delaware 3d, 104%; Central Transp., 34%; Chesapeake and Delaware Canal 6s, 87%; Elmira and Williamsport 6s, 117; Northern Pacific 5s, Series B, 99; Nesquehoning Valley, 52%; Oil Creek 1st, 103; Pittsburgh Av. 7s, 1885, 106%; Pennsylvania Canal 6s, 87; Philadelphia and Erie consol. 6s, 110; Pennsylvania Co. 6s, 107; Pennsylvania R. R. scrip, 119%; do. consol. mort. 5s, 107; Philadelphia and Reading R. R. scrip, 96; do. inc. 7s, 95; do. debent. 6s, 65; Philadelphia, Wilmington and Baltimore 4s, 92; Philadelphia, Germantown and Norristown, 108; Philadelphia City 6s, 1891, 121; do. 1899, 132; do. 4s, 1895, 110; Philadelphia and Trenton, 185; Shamokin Valley and Pottsville 7s, 124%; Susq. Canal pref. 6s, 85; St. Paul and Duluth, 39%; Schuylkill Nav. B. L. 7s, 65; Texas and

Pacific consol. mort. 6s, 91; do. 1st mort., 105; do. Rio Grande div. 6s, 80%; Union and Titusville 7s, 93. The latest quotations are: City 6s, 108@120; do. free of tax, 127@132; do. 4s, new, 106@114; Pennsylvania State 5s, new loan, 119@120; do. 4s, old, 112@114; do. 4s, new, 116@118; Philadelphia and Reading Railroad, 27½@27¾; do. consol. mort. 7s, reg., 122@123; do. genl. mort. 6s, coupon, 95@97; do. 7s, 1893, 119@120; do. 7s, new conv., 72@73; United New Jersey R. R. and Canal, 188@—; Buffalo, Pittsburgh and Western, 18½@18¾; Pittsburgh, Titusville and Buffalo 7s, 93@95; Camden and Amboy mort. 6s, 1889, 111½@112½; Pennsylvania R. R., 59½@60½; do. general mort. 6s, coupon, 124@125; do. reg., 124@125; do. consol. mort. 6s, reg., 116@117; Little Schuylkill R. R., 59@60; Schuylkill Navigation pref., 12@13; do. 6s, 1882, 89@92; Elmira and Williamsport pref., 58@60; do. 5s, 99@100; Lehigh Coal and Navigation, 38½@39½; do. 6s, 1884, 103@103½; do. R. R. loan, 115@116; do. Gold Loan, 110@111; do. consol. 7s, reg., 115@117; Northern Pacific, 45½@45¾; do. pref., 84½@85½; North Pennsylvania, 63½@64½; do. 6s, 105@106; do. 7s, 119@121; do. 7s, General mort. reg., 124½@—; Philadelphia and Erie, 20@20½; do. 7s, 115½@116; do. 5s, 102½@103½; Minehill, 63@64; Catawissa, 22@24; do. pref., 53@54; do. new pref., 52@52½; do. 7s, 1900, 118@120; Lehigh Valley, 63½@63¾; do. 6s, coupon, 120@121; do. reg., 119@121; do. 7s, reg., 133@134; do. consol. mort. reg., 119@120; Fifth and Sixth streets (horse), —@190; Second and Third, 114@116; Thirteenth and Fifteenth, 75@78; Spruce and Pine, 43½@44; Green and Coates, 80@88; Chestnut and Walnut, —@93; Germantown, 70@72; Union, 110@—; West Philadelphia, 128@—; People's, 8@9; Continental, 103@105.

Baltimore.—Atlanta and Charlotte 1st, 107; Atlantic Coal, 110; Baltimore City 6s, 1890, 112½; do. 5s, 1900, 119; do. 5s, 1916, 120¼; Baltimore and Ohio 1st pref., 129; Columbia and Greenville 1st, 102¾; do. 2d, 73; Canton Co., 60; do. 6s, 112; Charlotte, Columbia and Augusta, 37½; do. 2d, 99¾; Consolidation Coal, 30; George's Creek Coal, 94; Maryland Defense 6s, 101½; Northern Central 5s, Series A, 100; do. B, 98¾; Ohio and Mississippi, Springfield div. 1st, 115; Virginia Midland pref., 70; do. 2d mort., 107; do. 5th mort., 93½; do. inc., 56; Wilmington, Columbia and Augusta, 92. The latest quotations are: Atlanta and Charlotte 1st, 103½@104½; Baltimore and Ohio, 199@201; Baltimore City 5s, 1894, 112¼@113¼; do. 5s, 1916, 120¼@122; do. 6s, 1890, 112¼@112½; do. 6s, 1893, 114@115; Central Ohio 6s, 108@—; Canton Co. 6s, —@112½; Columbia and Greenville 1st, 1916, 102½@102¾; do. 2d, 72½@73; Marietta and Cincinnati 7s, 1891, 129@129½; do. 7s, 1896, 100¼@100½; do. 8s, 1890, 56@56½; Maryland Def. ense 6s, 101½@102; Northern Central, 57½@57¾; do. 6s, 1885, 105½@107; do. 6s, gold, 1900, 117@—; do. 6s, 1904, gold, 115½@116; do. 5s, Series A, 100¼@—; do. B, 98@98½; Northwestern Va. 6s, 104½@106; Ohio and Mississippi, Springfield div. 1st, 113½@114½; Richmond and Danville gold 6s, 96@—; Virginia Midland 5th mort., 93½@94; do. inc., 50@59; Virginia consol., 61¾@62; do. consol. coupons, 62½@63; do. 10-40s, 43½@43¾; do. 10-40 coupons, 64½@65; do. 3s, 46@47; Western Maryland 1st, undorsed, 110½@—.

The Coal Trade.

The leading coal-carrying companies make the following reports of their tonnage for the week ending Dec. 9, and for the year to the same date, compared with their respective amounts carried to the same time last year:—

	Week.	1882.	1881.
Phil. and Reading R. R.....	168,826	216,577	253,586
Schuylkill Canal	5,412	6,676	24,319
Lehigh Valley	173,676	173,676	196,350
Delaware, Lackawanna and Western	97,857	4,323,096	4,073,479
Shamokin	19,220	1,076,387	1,019,432
Central R. R. of New Jersey ..	94,552	4,166,346	4,187,353
United R. R. of New Jersey ..	42,250	1,632,165	1,503,702
Pennsylvania Coal	34,103	1,362,245	1,349,474
Delaware and Hudson Canal ..	77,736	3,474,769	3,422,460
Huntingdon and Broad Top Mountain	10,680	439,650	489,813
Penn. and New York	37,439	37,439	46,850
Clearfield, Pa.	50,950	2,686,997	2,273,606

The total tonnage of anthracite coal from all the regions for the week ending Dec. 9, as reported by the several carrying companies, amounted to 688,756 tons, against 743,311 tons in the corresponding week last year, a decrease of 54,555 tons. The total amount of anthracite mined for the year is 27,492,287 tons, against 26,569,313

tons for the same period last year, an increase of 922,955 tons. The quantity of bituminous coal sent to market for the week amounted to 98,531 tons, against 112,317 tons in the corresponding week last year, a decrease of 13,786 tons. The total amount of bituminous mined for the year is 4,233,285 tons, against 4,486,772 tons for the corresponding period last year, a decrease of 253,487 tons. The total tonnage of all kinds of coal for the week is 787,287 tons, against 855,628 tons in corresponding week last year, a decrease of 68,341 tons, and the total tonnage for the coal year is 31,725,571 tons, against 31,056,103 tons to same date last year, an increase of 669,468 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending Dec. 9 was 218,313 tons, of which 160,195 tons were coal and 58,118 tons coke. The total tonnage for the year thus far has been 10,416,174 tons, of which 7,722,365 tons were coal and 2,693,809 tons coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended Dec. 9 were 44,804 tons, and for the year to that date 1,397,297 tons, a decrease of 703,208 tons as compared with the corresponding period of last year. The shipments were: To the Baltimore and Ohio Railroad—For the week, 84,472 tons; year, 943,748 tons; decrease as compared with 1881, 393,802 tons. Chesapeake and Ohio Canal—Week, 2,248 tons; year, 269,519 tons; decrease as compared with 1881, 228,801 tons. The canal was closed by the ice last week. The total amount of coal shipped for the season was 315,965 tons, compared with 521,190 tons last year, a decrease of 205,225 tons. Pennsylvania Railroad—Week, 7,802 tons; year, 164,412 tons, decrease from last year, 96,956 tons. The Reading Railroad shipment for last week, ending December 16, was about 171,000 tons, of which 27,000 tons were sent to and 23,500 tons shipped from Port Richmond, and 21,000 tons sent to and 19,500 tons shipped from Elizabethport.—*Philadelphia Ledger*, Dec. 18.

In a trial in Germany recently a curious document was produced, which was called forth by the marriage of the Count de Sulz, a Roman Catholic, to Agatha, Countess of Hanan, a Protestant, in the year 1605. At the wedding the bridegroom solemnly swore to respect his future wife's religious views, and signed, sealed, and delivered a deed to that effect. It was couched in the following terms: "I, Rudolph, Count of Sulz, hereby promise on my honor as a nobleman—or may the devil take me—that I will allow my future wife to remain in her religion nor will I offer her an inducement in the slightest to abandon it. I have at home two bibles; if that is not enough for her, I will get her two more. Let her read them bravely and industriously. Moreover, it is her body, not her soul, I take. I shall remain in my religion, in which I have been brought up from my youth. I know that I am on the right road; if she won't go to heaven, let her go to hell. Signed, Rudolph, Count of Sulz."

The Secretary of State of Illinois, has issued certificates of incorporation to the Illinois and Texas Cattle Company, of Paris, with a capital stock of \$1,000,000. The incorporators are: J. A. Dickenson, H. E. Rives, J. C. Ficklin and others.

COPIES of this JOURNAL are occasionally distributed as an advertisement, and should not be returned to the office. The proper use for them is their thorough examination, which will result in business to the publishers.

PAT, observing a land turtle slowly wending its way up a knoll, exclaimed: "What sort of a country is this, anyway, where the snuff-boxes walk up hill!"

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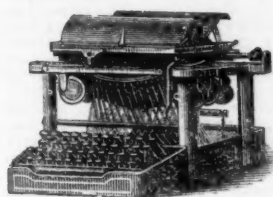
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Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Divide'd Periods.	Last Dividend Payable.
Albany and Susq*.....100	2,500,000	semi-an	July '82 2	Little Miami.....50	4,637,300	q'arterly	Dec. '82 2	Ware River*.....100	750,000	semi-an.	July '82 3 1/2
Ashuelot.....100	210,000	q'arterly	Oct. '81 3 1/2	Little Rock & Ft. S.....100	4,096,135	.....	July '81 108	Warren (N. J.).....100	1,800,000	semi-an.	Apl. '82 3 1/2
Atch., Top. and S. Fer.....100	54,000,000	q'arterly	Nov. '82 1 1/2	Little Schuylkill*.....50	2,646,100	semi-an.	July '82 3 1/2	Warwick Valley.....100	340,000	semi-an.	July '82 2 1/2
Atlanta and W. Point.....100	1,232,200	semi-an	Jan. '82 6	Long Island.....100	10,000,000	q'arterly	Nov. '82 1	Westchester & Phil. pref.....100	821,300	semi-an.	July '82 2
Atlantic and St. Law*.....100	5,840,000	semi-an	Mar. '82 3	Louisville & Nashv.....100	19,130,913	q'arterly	Feb. '82 3	West Jersey.....100	1,359,750	semi-an.	Sept. '82 3
Augusta and Savan.....100	1,022,900	semi-an	June '81 3 1/2	Lowell & Andover.....100	500,000	semi-an.	Jan. '82 3 1/2	Wilmington & Weld.....100	1,456,200	semi-an.	July '82 3
Avon, Genesee & Mt*.....100	225,000	semi-an	July '81 3	Lykens Valley.....100	600,000	q'arterly	Oct. '81 2 1/2	Wil., Col., & Aug.....100	960,000	semi-an.	July '82 3
Baltimore and Ohio.....100	14,792,566	semi-an	Nov. '82 5	Manchester & Law.....100	1,000,000	semi-an	Nov. '82 5	Winchester & Poto*.....100	180,000	semi-an.	July '82 3
Washington Br.....100	1,650,000	semi-an	Nov. '82 5	Manhattan.....100	13,000,000	.....	.....	Winchester & Straab*.....100	74,700	semi-an.	July '82 3
Berkshire.....100	600,000	q'arterly	Apl. '82 1 1/2	Mar. 1st pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Worcester & Nashua.....75	1,789,800	semi-an.	Jan. '83 1 1/2
Boston and Albany.....100	30,000,000	q'arterly	Dec. '82 2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	HORSE-POWER R. R.			
Bos. & N. Y. Air Line pf.....100	2,795,227	q'arterly	June '82 1	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Albany City.....100	300,000	annual	.....'80 5 1/2
Bos. Cl. F. & N. B. pref.....100	1,750,100	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Baltimore City.....25	1,000,000	semi-an.	Jan. '83 3
Bos. Conc. & Mont. pf.....100	1,750,100	semi-an	Nov. '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Balt., Cat. & El. Mills.....100	.....	semi-an.	July '82 2
Boston and Lowell.....100	3,040,000	semi-an	Jan. '83 2 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Bleeker St. & Ful. F. Y.....100	900,000	semi-an.	July '82 3 1/2
Boston and Maine.....100	6,921,274	semi-an	Nov. '82 4	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Boston & Chelsea pref.....100	110,000	semi-an.	Oct. '82 3
Boston & Providence.....100	4,000,000	semi-an	Nov. '82 4	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Broadway (Brooklyn).....100	250,000	q'arterly	Oct. '82 6
Attleborough Br.....100	131,700	semi-an	July '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	B'way & 7th Av. (N. Y.).....100	2,100,000	q'arterly	Oct. '82 2
Bos. Revere & Lynn.....100	149,400	semi-an	Jan. '83 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	B'klyn & Hunter's Pt.....100	400,000	semi-an.	Oct. '82 6
Buffalo, N. Y. & Erie*.....100	950,000	semi-an	June '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Brooklyn City.....100	2,000,000	q'arterly	Nov. '82 3 1/2
Camden & Atlantic.....50	377,400	q'arterly	Nov. '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Bushwick (Brooklyn).....100	300,000	semi-an.	Oct. '82 6
Camden & Atlantic.....50	388,650	q'arterly	Nov. '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Cambridge.....100	908,000	q'arterly	Oct. '82 6
Camden & Burl. Co.....100	381,925	semi-an	July '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Can. Park, N. & E. Riv.....100	1,600,000	q'arterly	Oct. '82 4 1/2
Canada Southern.....100	15,000,000	.....	Feb. '81 2 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Christoph' & Tenth St.....100	650,000	semi-an.	Oct. '82 6
Cape May & Millville.....50	447,000	semi-an	June '81 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Catawissa*.....50	1,550,500	annual	Oct. '82 2 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Catawissa*.....50	1,550,500	annual	Oct. '82 2 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Cayuga and Susq*.....100	589,110	semi-an	July '81 4 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Cedar Rapids & Mo. R*.....100	675,500	q'arterly	Nov. '82 1 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Central of Georgia.....100	7,500,000	semi-an	Aug. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Central of New Jersey.....100	18,563,200	q'arterly	July '76 2 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Central Ohio.....50	4,437,950	semi-an	July '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Central Ohio.....50	4,437,950	semi-an	July '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Central Pacific.....100	59,275,500	semi-an	Aug. '82 3	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chemung*.....100	380,000	q'arterly	July '81 1 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Cheshire preferred.....100	2,155,300	semi-an	July '82 1 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chicago and Alton.....100	11,181,741	semi-an	Sept. '82 4	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl., Burl. & Quincy.....100	3,471,455	q'arterly	Dec. '82 2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl., Iowa & Nebras*.....100	3,016,200	semi-an	July '82 4	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl., Mil. & St. Paul.....100	20,404,261	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
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Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000	q'arterly	Jan. '83 1 1/2	Citizens' (Phg.).....50	192,500	q'arterly	Jan. '82 2 1/2
Chl. & N. Western.....100	14,401,483	semi-an	Oct. '82 3 1/2	Mar. 2d pref.....100	6,500,000						

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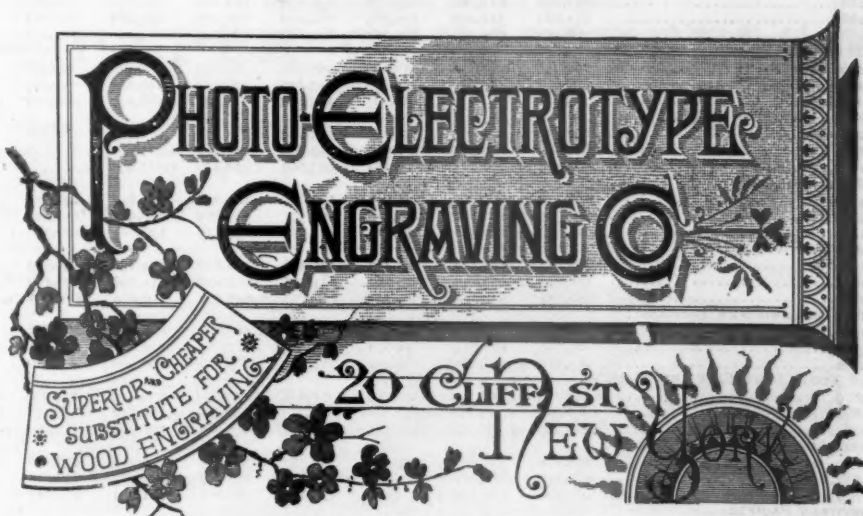
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RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
BURL., CEDAR RAP. & NORTHERN:													
1880.....	184,316	165,170	188,325	141,652	149,504	153,378	143,432	160,160	179,804	204,991	189,330	193,419	2,053,484
1881.....	167,750	124,510	148,551	165,630	165,630	205,912	174,351	209,112	221,801	221,748	202,180	232,812	2,259,037
1882.....	252,823	225,631	224,107	178,304	199,278	211,257	198,276	224,921	261,439	300,155	278,439	.....	.....
CENTRAL PACIFIC:													
1880.....	1,200,615	1,070,487	1,373,438	1,356,716	1,778,488	1,724,990	1,840,067	1,973,438	1,994,997	1,120,229	1,199,466	1,905,221	20,508,113
1881.....	1,602,907	1,454,218	1,709,638	1,872,370	2,091,411	2,159,382	1,899,346	2,088,519	2,185,303	2,507,857	2,297,971	2,225,179	24,094,101
1882.....	1,839,469	1,720,675	1,969,737	2,054,687	2,342,298	2,229,105	2,020,000	2,277,000	2,474,000	2,409,000	2,242,000	.....	.....
CHESAPEAKE AND OHIO:													
1880.....	202,335	198,681	222,762	221,559	199,443	214,352	238,236	259,110	247,393	211,820	240,795	218,000	2,674,308
1881.....	162,540	184,389	228,479	227,343	252,335	241,135	225,096	262,858	247,144	236,306	230,022	203,562	2,702,762
1882.....	210,455	209,708	208,981	267,454	255,939	260,753	306,831	371,175	332,219	347,882	287,850	.....	.....
CHICAGO AND ALTON:													
1880.....	534,054	497,013	626,473	549,961	616,128	617,524	708,906	761,120	767,349	785,199	666,776	574,695	7,718,108
1881.....	487,890	461,641	529,915	548,556	548,556	635,860	676,205	769,751	774,790	771,844	672,580	635,307	7,553,988
1882.....	579,447	539,480	584,483	561,787	553,412	613,886	671,537	800,624	881,109	812,032	748,151	.....	.....
CHICAGO AND NORTHWESTERN:													
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,671,177	1,699,686	1,767,938	2,020,245	2,105,217	1,855,622	1,477,902	19,416,007
1881.....	1,240,664	903,204	1,178,795	1,474,612	1,879,000	2,306,440	1,883,032	2,315,164	2,292,676	2,341,098	2,019,038	1,855,477	21,849,209
1882.....	1,644,935	1,474,176	1,722,931	1,668,741	2,110,947	2,022,700	2,025,736	2,099,755	2,497,053	2,532,000	2,069,287	.....	.....
CHICAGO, BURLINGTON AND QUINCY:													
1880.....	1,432,740	1,411,870	1,732,518	1,489,894	1,909,627	1,682,956	1,773,643	1,834,321	1,862,285	1,934,762	1,837,860	1,552,018	20,454,494
1881.....	1,307,948	1,034,821	1,418,149	1,574,371	1,679,455	2,083,803	1,886,358	2,173,945	2,262,981	2,031,001	1,816,133	1,905,490	21,324,150
1882.....	1,658,834	1,457,300	1,266,217	1,530,838	1,505,261	1,437,164	1,625,006	2,086,858	2,262,981	2,370,444	.....	.....	.....
CHICAGO, MILWAUKEE AND ST. PAUL:													
1880.....	764,208	738,749	900,675	871,041	1,134,745	1,037,958	1,026,708	991,297	1,257,677	1,493,620	1,472,037	1,397,308	13,086,119
1881.....	990,847	682,717	916,989	1,259,946	1,538,491	1,729,811	1,568,706	1,678,361	1,644,676	1,591,052	1,569,597	1,855,000	17,025,462
1882.....	1,435,000	1,377,000	1,581,000	1,518,000	1,629,000	1,620,000	1,465,000	1,545,000	1,950,000	2,251,000	2,072,000	.....	.....
CHICAGO, ST. PAUL, MINNEAPOLIS AND OMAHA:													
1880.....	193,827	173,078	259,783	259,208	322,146	218,093	236,995	251,013	300,833	342,052	342,694	312,173	3,122,097
1881.....	257,786	158,594	251,648	261,211	350,124	404,562	383,022	385,586	373,370	379,029	392,921	391,950	3,981,296
1882.....	307,498	315,100	405,779	356,558	406,420	363,109	331,480	394,555	428,997	546,671	517,595	.....	.....
CINCINNATI, INDIANAPOLIS, ST. LOUIS AND CHICAGO:													
1880.....	155,697	172,541	198,220	168,199	186,995	200,332	204,138	233,478	343,627	239,881	209,014	198,254	2,412,185
1881.....	182,593	171,511	191,005	183,710	191,056	192,299	177,161	229,858	228,653	221,320	194,805	192,623	2,296,916
1882.....	200,042	186,879	208,066	204,269	199,110	195,480	209,564	299,379	.....	.....	.....	.....	.....
DENVER AND RIO GRANDE:													
1880.....	124,759	126,922	160,883	164,882	193,925	295,455	373,132	400,133	406,583	473,318	408,562	349,196	3,478,007
1881.....	307,476	317,681	398,493	433,111	514,767	584,230	548,284	606,193	589,287	638,432	547,055	643,417	6,206,812
1882.....	491,914	412,987	535,055	559,917	614,298	537,462	495,797	574,040	595,306	630,598	512,065	.....	.....
HANDBAL AND ST. JOSEPH:													
1880.....	176,079	166,965	216,061	206,735	191,317	179,396	224,312	238,081	233,448	242,214	207,147	279,635	2,561,366
1881.....	154,401	122,874	176,356	190,812	172,950	190,740	201,699	210,240	215,103	231,913	195,607	180,376	2,230,961
1882.....	138,284	154,717	168,798	148,913	154,917	155,030	184,347	258,628	239,196	238,442	249,252	.....	.....
ILLINOIS CENTRAL:													
1880.....	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	806,836	880,211	783,120	673,182	8,304,812
1881.....	631,281	524,499	557,789	602,493	673,259	803,887	720,004	868,407	828,847	815,238	737,218	763,475	8,586,397
1882.....	728,173	689,387	695,371	674,603	674,749	663,746	752,251	813,600	828,238	865,325	752,144	.....	.....
INDIANA, BLOOMINGTON AND WESTERN:													
1880.....	80,498	89,690	116,185	90,374	85,733	106,954	103,438	116,732	110,622	121,343	95,621	104,619	1,233,079
1881.....	90,283	83,261	192,085	203,677	200,064	199,125	190,125	272,114	247,332	225,678	200,450	156,697	.....
1882.....	195,824	175,755	206,235	205,934	182,554	186,830	206,072	278,814	273,100	269,046	256,998	.....	.....
LOUISVILLE AND NASHVILLE:													
1880.....	674,455	575,035	612,593	563,883	655,014	976,220	772,538	827,089	931,911	1,000,327	953,087	949,185	9,491,346
1881.....	812,118	805,124	947,959	855,704	828,726	1,227,885	817,135	876,192	951,566	1,002,950	1,065,223	1,153,779	11,344,361
1882.....	964,527	960,315	1,068,824	953,603	958,130	1,215,010	1,063,705	1,043,912	1,107,985	1,216,215	1,192,390	.....	.....
MOBILE AND OHIO:													
1880.....	250,116	168,302	140,091	129,248	121,855	131,621	140,593	182,247	264,714	251,268	287,372	2,273,622	.....
1881.....	224,347	216,768	230,916	163,551	145,803	136,517	135,549	160,789	210,262	256,924	262,086	258,812	2,403,224
1882.....	159,676	158,590	148,166	141,937	134,378	136,184	136,398	140,443	160,031	265,201	295,110	.....	.....
NASHVILLE, CHATTANOOGA AND ST. LOUIS:													
1880.....	205,634	191,154	169,457	155,466	158,839	144,130	151,594	169,326	167,473	178,266	182,087	175,966	2,049,484
1881.....	178,143	190,866	207,710	183,585	104,430	154,549	150,430	168,317	179,979	172,121	152,059	173,127	2,075,256
1882.....	156,994	159,961	161,005	154,155	135,556	119,074	160,991	168,304	168,999	180,319	.....	.....	.....
NEW YORK AND NEW ENGLAND:													
1880.....	164,232	149,907	183,845	179,689	183,701	219,891	205,056	249,885	235,642	215,491	210,856	198,108	2,396,302
1881.....	189,749	173,614	212,019	216,913	217,185	231,518	246,821	280,524	299,573	261,200	240,764	237,729	2,809,255
1882.....	213,840	217,261	265,222	263,544	283,244	290,060	310,920	353,726	338,490	310,145	276,183	.....	.....
NEW YORK, LAKE ERIE AND WESTERN:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,224	16,509,127
1880.....	1,252,218	1,252,218	1,044,958	1,043,151	1,592,544	1,661,812	1,580,977	1,606,874	1,789,910	1,789,910	1,726,788	1,726,788	19,149,361
1881.....	1,443,437	1,425,705	1,847,261	1,709,057	1,776,891	1,794,982	1,787,081	1,772,895	1,734,200	.....	.....	.....	.....
NORTHERN CENTRAL:													
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,918	459,054	494,310	5,050,387
1881.....	380,157	382,657	452,906	467,273	455,588	487,287	440,811	498,008	429,565	449,664	487,160	476,622	5,443,697
1882.....	407,368	413,551	430,194	435,129	482,607	482,752	509,683	667,488	592,435	550,225	.....	.....	.....
NORTHERN PACIFIC:													
1880.....	81,390	77,259	119,357	185,700	217,613	253,105	241,277	223,500	330,300	358,456	300,822	220,993	2,629,710
1881.....	116,508	78,803	162,884	162,210	312,705	412,024	393,260	434,085	534,363	534,363	475,610	434,331	4,044,576
1882.....	239,800	269,000	384,000	438,000	568,332	631,342	679,240	727,377	789,700	834,460	761,324	.....	.....
PHILADELPHIA AND ERIE:													
1880.....	224,307	245,372	327,678	334,947	311,470	331,024	308,609	347,532					

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Steam Packing, Millboard, Sheathing, Building Felt, Liquid Paints, Roofing, &c.
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Having extensive facilities, we are now prepared to furnish promptly, of the best and most approved descriptions, either

COAL OR WOOD BURNING
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Manufacturers of all Weights of Standard and Narrow Gauge Rails by the most approved process. Also Rail Fastenings, Steel and Bloom Boiler Plates, and Tank, Sheet, and Bar Iron.

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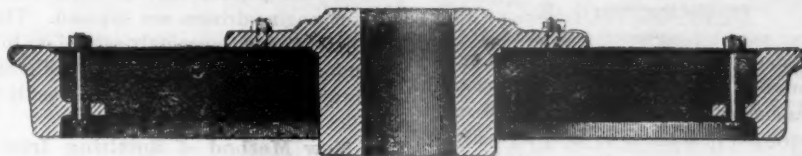
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15,000 Crank Shafts and 10,000 Gear Wheels of this steel now running prove its superiority over other Steel Castings.
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Especially adapted for Sleeping and Drawing Room Cars, Locomotive and Tender Trucks, Steel Tire, with annular web—strongest, most durable and economical wheel in use. Works at Hudson, N. Y.; and at Pullman (near Chicago) and Morris, Ill.

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THE USE OF THE McLeod Automatic Air Railroad Signal

Will prevent Railroad Accidents and Save Life.

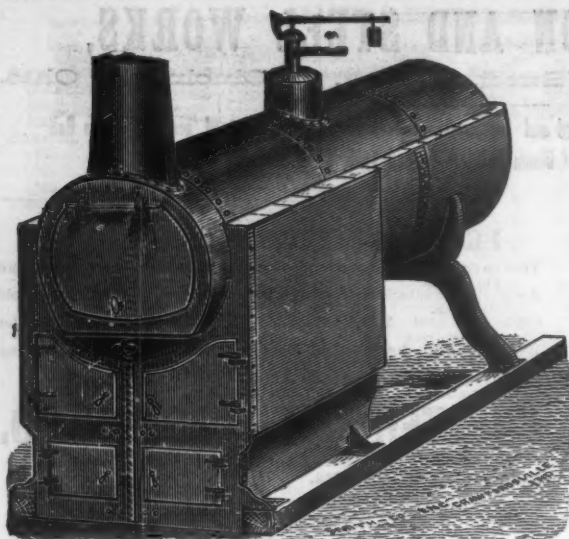
"The McLeod Air Signal is an ingenious and inexpensive device by which the coming of a train is announced far in advance, both by visible and audible signals." [Mass. R. R. Com. Report.]

This signal has been fully tested on the New York and New England Railroad at Dudley and Bird Streets, by practical operation, and has proved a complete success, to the entire satisfaction of the many prominent Railroad men and experts who have watched and examined it. It provides an Automatic Block, Crossing, Station, Switch, Bridge, Yard and Curve Signals, Gate and Revolving Lanterns. Being operated by the weight of trains passing over an incline bar, forcing common air through a tube, by means of a bellows, which is positive in its action, it is highly commended by all railroad officials who examined it.

The company can shortly fill orders to place it on any railroad, and invite communication from Railroad Officials from all parts.

MCLEOD AIR RAILROAD SIGNAL CO.,
4 Pemberton Square, Boston, Mass.

New York Office with Col. Thos. R. Sharp, 115 Broadway.



Haag's Portable Arch for Steam Boilers.

Patented September 12, 1882.

THE above cut represents a support or arch for portable boilers, consisting of cast-iron walls and sheet-iron combustion chamber. It is constructed in sections so as to be easily put up or taken down, and is securely fastened with bolts. The inside of the fire-box is lined with fire or common brick, and the inside of the combustion chamber is lined with common brick laid flatwise, to protect the iron from the action of the fire.

The entire top of the device is open before the boiler is placed in the support or arch, and rests within the arch of the front wall, and fits snugly at the top of the combustion chamber.

The boiler is supported at the rear end by a piece of heavy strap-iron, which is bolted to the upper side of the combustion chamber, leaving a space of about nine inches between the bottom of the boiler and combustion chamber. The space between the boiler and the side walls of the fire-box may be closed by a course of brick or fire plate, to protect the walls of the fire-box from the action of the fire.

This support can be used for boilers of any size, for operating portable, stationary or marine engines, and should the boiler need repairs it can readily be lifted out of its seat or support and be again replaced without disturbing the engine.

The engine rests on skids laid crosswise of those represented in the cut, with the shaft running under the arch with the driving-pulley on the opposite side—the arch expands and contracts with the boiler, thus preventing cracks, which are very common in brick constructions. An arch or support thus made is more durable and less expensive than any other support or arch. Wood, coal or saw-dust, are successfully used.

After years of profound study and application, we have produced this marvel in mechanism as represented above. State rights for sale. For price lists, circulars, and further information, address JOHN C. HAAG, Lansing, Mich.

ADVERTISE in the RAILROAD JOURNAL.

THAT the hearing as well as the sight of railway employes should not be defective is apparent to every one. Professor Moos, of Heidelberg, has been investigating the matter of deafness on the part of those in charge of trains, and finds that many of those in responsible positions are suffering from diseases of the ear, and that accidents are not infrequently attributed to the defective hearing of both engineer and fireman. Professor Moos quotes several medical authorities who have paid special attention to this subject. One of these, Dr. Jacoby, found that in ten and a half years he was called upon to treat twenty out of eighty engineers for affections of the ear. Dr. Hartman is of the opinion that these diseases

are mainly caused by violent winds, severe colds, and passing through long tunnels, to which engine-drivers are exposed. This is a subject of importance only secondary to color-blindness. The hearing as well as the sight of railway employes should be thoroughly tested.

A New Method of Smelting Iron Ore.

IN 1859, when Mr. Bessemer wrote from Sweden that by means of a current of air introduced into a mass of cast-iron in fusion he could produce at will either iron or steel, the news was simply ridiculed in France. At the present time our rails and cannon are made of Bessemer steel. An experiment, perhaps even more curious than the first one made by Mr. Bessemer for the production of steel from his cast-iron in fusion, has just been made at Rive de Gier, in the works of M. Barthelémy Brunon, the distinguished metallurgist of the district of the Loire. A lump of African iron ore, weighing thirty-two pounds, was broken up into small fragments and placed in a crucible. As soon as the ore was at red heat a reacting substance was added, and in three minutes the liquefaction of the ore was complete. The produce obtained is iron. All those employed in the establishment—engineers and workmen—were stupefied at the result. Experiments will shortly be made in a fully loaded cubilot at a foundry at Lyons. The reacting substance above mentioned cost about 1*f.* 25*c.*, per ton. By means of this process a blast furnace, instead of producing twenty-two tons of cast-iron every twelve hours, would turn out twenty-two tons every fourteen minutes, besides which the furnace would be self-cleaned at each operation. These facts deserve the attention of metallurgists; they are making quite a stir in the manufacturing district of the Loire. —*Journal des Mines.*

ARTICLES of incorporation have been filed with the Secretary of State of California, of the North Pacific Coast Railroad Extension Company. The directors are: James D. Walker, Thos. Menzies, David Nye, Frederick B. Catton, Donald F. Tillinghast. Capital stock, \$1,000,000. Principal place of business, San Francisco.

North Shore Railway.

THE *Toronto Globe* says that the sale of the controlling interest in the North Shore Railway, from Montreal to Quebec, to the Grand Trunk Railway Company is likely to result detrimentally to the interests of the Province of Quebec, and then adds:—

"At the time of the sale of the western section of the line to the Canadian Pacific Railway Syndicate we pointed out that the Quebec Government by dividing the road in selling it into two sections were acting in a manner most prejudicial to the Province, in order to serve the private interests of Mr. Senecal and his friends. The Grand Trunk has not bought the North Shore line because it was necessary or advantageous. The purchase was simply made in the madness of railway rivalry, with the object of depriving the Canadian Pacific of a possible advantage. That Company have no outlet to Quebec, and had they secured control of the North Shore line it is likely that a considerable proportion of their traffic from the West would have passed over it. Now there will be little if any of the volume of the Northwestern produce shipped to Quebec by this route, as the Syndicate will prefer to avail themselves of their connections with American lines, and the Grand Trunk traffic can be accommodated by its own line on the South Shore. The effect will be to deprive Quebec of any advantage from the connection with the Northwest. It is another flagrant instance of the manner in which the Province has been injured and impoverished by corrupt rulers."

Value of Foreign Coins.

THE following statement of the value of foreign coins is furnished by the Director of the United States Mint: Austria, florin, 49.6 cents; Belgium, franc, 19.3; Bolivia, bolinano, 82.3; Brazil, milreis of one thousand reis, 54.6; British possessions, N. A., dollar, 100; Chili, peso, 91.2; Cuba, peso, 93.2; Denmark, crown, 26.8; Ecuador, peso, 82.3; Egypt, piaster, 4.9; France, franc, 19.3; Great Britain, pound sterling, 486.6*d.*; Greece, drachma, 19.3; German Empire, mark, 23.8; Hayti, gourde, 96.5; India, rupee of 16 annas, 39; Italy, lira, 19.3; Japan, yen, 88.7; Liberia, dollar, same as United States; Mexico, dollar, 89.4; Netherlands, florin, 40.2; Norway, crown, 26.8; Peru, sol, 82.3; Portugal, milreis of 1,000 reis, 1.08; Russia, rouble of 100 copecks, 65.8; Sandwich Islands, dollar, same as American dollar; Spain, peseta of 100 centimes, 19.3; Sweden, crown, 26.8; Switzerland, franc, 19.3; Tripoli, mahbub of 20 piasters, 74.3; Turkey, piaster, 4.4; United States of Colombia, peso, 82.3; Venezuela, bolivar, 19.3.

WHILE the advertiser eats and sleeps, printers, steam-engines and printing-presses are at work for him; trains are bearing his words to thousands of towns and hundreds of thousands of readers, all glancing with more or less interest at the message prepared for them in the solitude of his office. No preacher ever spoke to so large an audience, or with so little effort, or so eloquently, as you, gentle reader, may do, with the newspaper man's assistance.

53d YEAR!!

Now Is The Time

—TO—

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FOR THE

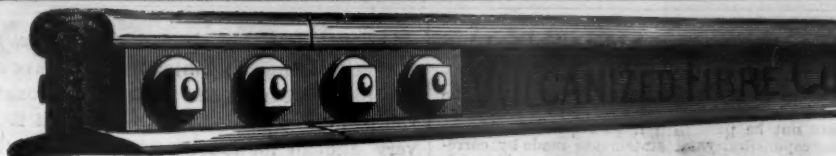
AMERICAN

RAILROAD

JOURNAL

FOR

1883.



SOLE MANUFACTURERS OF IMPROVED VULCANIZED FIBRE TRACK-BOLT WASHERS,

which form non-metallic, permanently elastic compensating cushions, absorbing shocks and vibrations, and absolutely locking the nuts. These Washers have been adopted by a large number of railroads as the cheapest and best device in use. Flexible vulcanized-fibre dust guards and oil box packings, which are absolutely unaffected by oil and grease, are far more durable than leather and much cheaper.

Office and Factory, Wilmington, Del.

RAILROAD IRON.

The undersigned, agents for the manufacturers, are prepared to contract to deliver best quality American or Welsh Steel or Iron Rails, and of any required weight and pattern. Also Speigel and Ferro Manganese

PERKINS & CHOATE,

23 Nassau Street, - - New York.

STOW FLEXIBLE SHAFT CO., LIMITED,

1507 Pennsylvania Ave., Philadelphia, Pa.



MANUFACTURERS OF

**PORTABLE Power Drill Presses,
PORTABLE Power Reaming Tools,
PORTABLE Power Tools,
for TAPPING and putting in STAY BOLTS, etc., etc.**



THE JENKINS STANDARD PACKING is acknowledged by users as the *Best* in the world. Unlike all other Packings, the **Jenkins Standard Packing** can be made any thickness desired in a joint by placing two or as many thicknesses together as desired, and following up joint it vulcanizes in place and becomes a metal of itself (it is frequently called Jenkins Metal), and will last for years, as it does not rot or burn out. Avoid all imitations, as a good article is always subject to cheap imitations. The genuine has stamped on every sheet, "**Jenkins Standard Packing,**" and is for sale by the Trade generally. Manufactured only by

JENKINS BROS.,

PROPRIETORS JENKINS PATENT VALVES, PACKING, &c.

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104 Sudbury St., Boston.

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For any responsible advertiser, making application in good faith, we prepare and furnish a written estimate, showing the cost of any proposed advertising in the leading Newspapers of the United States and Dominion of Canada.

We prepare and exhibit printed proofs of any proposed advertisement.

For the preparing of estimates no charge is made, and the applicant is placed under no obligation to transact his advertising business through us unless it appears to him that by doing so he will best advance his own interests.

A copy of the advertisement, a list of the papers, the space the advertisement is to occupy and the time it is to appear, should all be given with the application for an estimate of the cost.

When an advertiser does not know what he wants or what he ought to do, he can designate some sum of money within which he wishes to limit his expenditure; this will enable us to prepare for him such a list of papers as will be the best for his purpose, within the limits which he prescribes.

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Newspaper Advertising Bureau,

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Opposite Tribune Building,)

10 Spruce St., New York.

DODGE & SINCLAIR.

MANUFACTURERS OF

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BELTING,**

**RUBBER HOSE PACKING,
TUBING, SPRINGS,
GASKETS, Etc.**

**RUBBER CLOTHING, LACE
LEATHER, BELT HOOKS,**

**RAILROAD, MINING, AND
MILL SUPPLIES.**

No. 21 Park Place,
NEW YORK.

CORRESPONDENCE.

[We pay no attention to communications unless the name and address of the writer are given, though the same will not be published if so requested. We assume no responsibility for statements made by correspondents, and we do not necessarily endorse ideas advanced by them. Under these conditions we think it of value to our readers to devote a liberal space to the free discussion by others—whose opinions may be at variance with our own—of subjects pertinent to our department of journalism.]

A Veteran's Communication.

The following is a private letter received by the Secretary of the AMERICAN RAILROAD JOURNAL Company, from the oldest engineer in the United States:

CLARKSVILLE, Ga., Dec. 14, 1882.

C. T. VALENTINE, Esq.—*Dear Sir*:—According to promise I send you a small instalment of reminiscences. Whether it is of sufficient importance to interest any of the readers of your excellent JOURNAL, is for you to decide.

I have been engaged up to the present time in various jobs pertaining to our railroad, which is now finished, and open to our celebrated Tallulah Falls, which are the Niagara of Georgia. I find my health and strength giving way from the wearing out of this old machine, which has done good service for near eighty-three years.

I take much pleasure in reading the AMERICAN RAILROAD JOURNAL. It is the best paper of its class in the United States, and long may you live to conduct it with its present ability and usefulness, is the ardent wish of

Your humble servant,

J. VAN BUREN.

P. S.—You cannot fail to perceive that my good right arm is getting to be quite shaky.

Mr. Van Buren's valued reminiscences are subjoined.

The Mohawk and Hudson Turnpike.

It is out of my power to give the precise time of the construction of this road, further than that it was open to public use at the commencement of the war of 1812, as I had occasion to pass over it a number of times during the war.

It was run in a direct line from the city of Albany to the city of Schenectady; was about sixty feet in width. The hills were graded down to an easy ascent both ways, and the road paved with common paving-stone in places where it was liable to be cut up by the ponderous wheels of the huge wagons used in carrying the war munitions from the former city to the latter, where they were transferred to bateaux and pole boats on the Mohawk River thence to Lake Ontario and Lake Erie, and probably to interior stations where needed. The turnpike was ornamented with a row of poplar trees planted on either side, which gave it quite a picturesque appearance for many years, but which proved to be very injurious by shading it and rendering it muddy and almost impassable at times. The vast amount of war material forwarded from the city of Albany destined to the western lakes, passed over this road for some three years, both summer and winter, in large wagons with tires six inches in

width and drawn by six and eight horses to a wagon. During the winter months I have seen this road become so smooth from the constant rolling of these wide-tired wheels, that it was very difficult for the horses to keep on their feet. I have seen many of them with their front teeth knocked out, by falling on their noses, and otherwise seriously maimed. As I have not seen this road for near fifty years past, I am unable to say anything as to its present condition. From the close of the war of 1812, up to the construction of the Erie Canal, it was the great market avenue for the farmers of the Mohawk Valley, and was studded with hotels, or taverns as they were then called, from one city to the other so closely that you could never get out of sight of a swinging tavern signboard; and I have spent many a merry night at the fireside of these hospitable houses in my boyish days in going to and from market, and on parties of pleasure in both summer and winter.

J. V. B.

Extraordinary Stage Driving.

SOME forty years ago, Col. R. W. Habersham, who was then a member of Congress from this district, was the owner of an African negro by the name of Cæsar, who was quite a character in his way. On being asked one day what work he was put at when he was first brought to this country, he answered pompously, "Me stage driver, sah." "Stage driver, were you, eh?" "Yes, Sah." "Where did you drive stage, Cæsar?" "Me drible stage from New York to Liverpool, sah."

He Collected the Debt.

ONE day a Michigan constable who had long been trying to collect a claim of \$40 against a sharp citizen, went to a worthy burgher and said—"See here, Jones, I've got a plan to collect \$40 off that sharp Perkins. All I want is a little from you, and if you'll grant it I won't forget the favor."—"I'm willing—what's your plan?" replied Jones. "Why, I want you to bet him \$20 that he doesn't weigh 120 pounds.

If you'll do that I can fix the rest." "Oh, I'll do anything to help you out, said Jones, and the two walked around to the grocery where Perkins was known to hang out. After a little talk, the constable keeping in the shade, Jones began bluffing, and when he stated his fiendish desire to bet \$20 that Perkins wouldn't tip the beam at 120 pounds, his greenbacks were covered before a mule could kick three times. As the money was put up the constable slipped out for a garnishes, and was back in time to serve it on the stakeholders. Perkins weighed 148 pound, and the \$40 in the hands of the stakeholder eventually paid a claim against him, but it has never yet been made clear to Jones how he made anything out of it. It has always seemed to him that he was \$20 out, and for fifteen long years he has refused to walk on the same side of the street with that constable.

The girly girl is the truest girl. She is what she seems, and is not a sham and a pretence. The slangy girl has a hard job of it not to forget her character. The boy girl and the rapid girl are likewise wearers of masks. The girly girl never bothers about woman rights and woman wrongs. She is a girl and is glad of it. She would not be a boy and grow up into a man and vote and go to war and puzzle her brains about stocks for a kingdom. She knows nothing about business, and does not want to know anything about it. Her aim is to marry some good fellow and make a good wife, and she generally succeeds in doing both. She delights in dress and everything that is pretty, and she is not ashamed to own up that she does. She is pleased when she is admired, and lets you see that she is. She is feminine from the top of her head to the end of her toes, and if you try to draw her into the discussion of dry themes she tells you squarely that the conversation does not suit her. She is the personification of frankness. There is not a particle of humbug in her composition. Here is a health to the girly girl!

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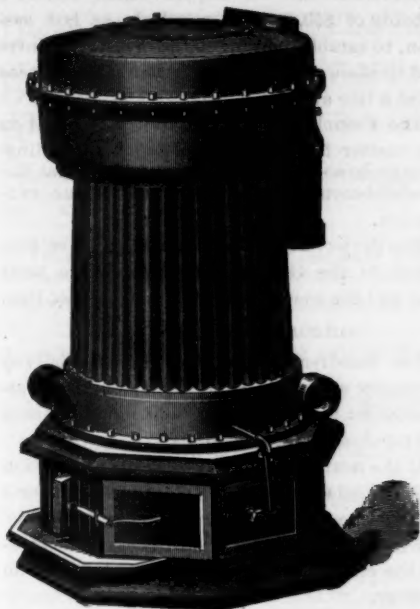
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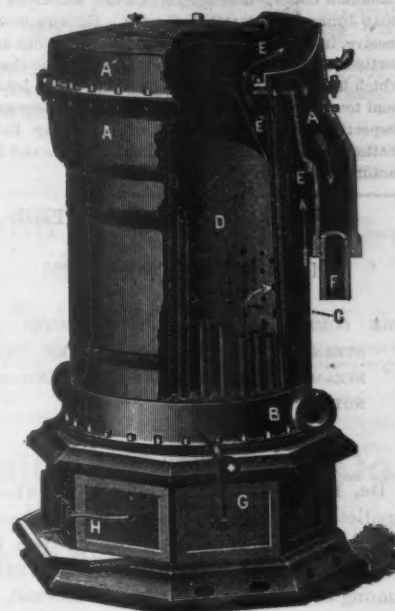
Once filled with coal the fire will last from 24 to 60 hours, according to weather, without replenishing, as proved by actual test.

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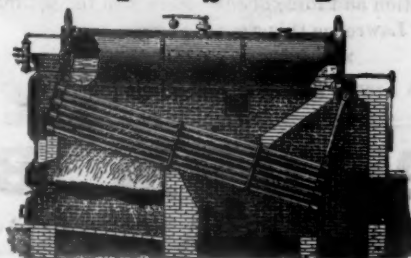
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MR. JAMES J. WHITE, Ottawa, Canada, writer of "Our Canadian Letter," acts as agent for the AMERICAN RAILROAD JOURNAL COMPANY, in Canada. He is authorized to receive, in behalf of the company, subscriptions and advertisements for this journal; also news of the character which he can utilize in the preparation of his Letter, or send to us for use elsewhere within these columns. He respectfully invites information concerning Railroad matters generally, Mining, Banking, Finance and Manufactures.

OUR CANADIAN LETTER.

[From our Special Correspondent.]

THE COMING STORM—MARITIME NOTES—WHY STEAMERS ARE WRECKED—A NEW FRENCH STEAMSHIP LINE—NORTHWESTERN AND OTHER NOTES.

THE COMING STORM.

DR. E. STONE WIGGINS, of Ottawa, who has predicted a terrible storm on land and sea on March 11, 1883, is besieged with letters from all parts in reference to his predictions. Among the number one from Mr. Haswell, City Engineer of New York.

MARITIME NOTES.

THE Marine Department have forwarded to all the fishing offices in the Maritime Provinces blank forms of application for the Government fishing bounty. The basis upon which the bounty is paid is \$3 per man for vessels up to eighty tons, to be divided in an equal ratio between crew and vessel; for boats, \$2.50 per each man employed in sea fishing for three months, and taking not less than 2,500 pounds of sea fish, other than those exempted by the treaty of Washington.

The Toronto Bridge Company have just completed a new railroad bridge at Amherst; the span is eighty feet, height twenty-one feet.

FARTHER POINT.

An influential delegation will interview the Government to secure a deep water harbor at Farther Point, in connection with the Intercolonial Railway. It is not likely that Parliament will favor the artificial harbor scheme, and the members representing maritime interests will oppose it tooth and nail, and insist that the Government should make the most of the winter harbor it already possesses. The harbors of St. John, Halifax, Whitehaven and others are open all the year, and are the natural and proper winter ports.

WHY STEAMERS ARE WRECKED.

The following will be read with interest, and the disturbances of the compass of the "Cedar Grove," and other vessels wrecked at sea do not stand alone among such experience:—

NARROW ESCAPE OF A MAIL STEAMER.

Among the passengers by the Allan Line mail steamer *Polynesian*, which arrived at Liverpool on Monday last, were Commander Grenfell and some of the officers of the unfortunate *Phoenix*, which was lost six weeks before on the coast of Prince Edward Island. The *Polynesian* had a narrow escape from being totally lost, on the coast of Labrador, whilst on her passage to England. The following particulars are supplied by one of the passengers: We left Quebec on the 28th of October, and had a fine run down the Gulf. The morning of the 30th was misty, with a fresh breeze and rising sea from the southwest. The afternoon brought with it a thick fog, in consequence of which Captain Brown reduced the speed of the vessel. Just after 4 P. M., when from our assumed position we should have been over fifteen miles from the Straits of Belleisle, breakers were sighted through the fog, right ahead, at a distance of but little more than half a mile. Although the engines were immediately reversed at full speed, the wind and sea, which were both astern, greatly retarded the effect of the screw in checking the onward motion of the ship, so that at first there seemed no hope of being able to stop her and back astern clear of the rocks. It was an exciting time. Ahead and on each bow was a seething mass of white breakers, dashing on a grim line of iron rocks growing nearer and more distinct each moment. Fortunately for us there was deep water close up to the rocks, for it was not until the ship's bow was actually within half her length of the rocks, and almost in the breakers, that her motion towards them was arrested, and she began to come slowly astern. We were several minutes expecting each plunge the ship gave to be her last, and it was with intense relief and thankfulness that we saw the breakers recede into the fog again and disappear. With the sea which was running at the time, the ship, had she struck, must have been twisted round broadside on to the rocks, and would probably within half an hour have gone down in deep water close to them with all hands, as no landing could by any possibility have been effected on them. At 5 P. M. the fog cleared off, and showed us that we had been swept more than eighteen miles out of our course. The captain of the *Polynesian* is one of the oldest and most skillful commanders in the company's service. During the many years he has been traveling over the same ground he never experienced such a strong set of the current, and could only attribute it to the great variation which has been observed in the direction and force of the currents in the Gulf of St. Lawrence this year.

NEW FRENCH STEAMSHIP LINE.

A French gentleman has been in Ottawa in-

terviewing the Government regarding a direct line of steamers between France and Canada. He has proposed to the Dominion Government to undertake this service, for which service a subsidy of \$50,000 was voted at the last session, to establish a direct line between Havre and Quebec, provided the French Government grant a like amount.

The French Government have not acted in the matter further than to express a willingness to do so as soon as it is proven that the establishment of the line is a foregone conclusion.

The projectors of the Bremen line have proposed to the Government to combine their own and the new direct Havre and Quebec line.

RAILROAD AND OTHER NOTES.

The Montreal, Ottawa and Western Railway Company will apply at the next session of Parliament for leave to extend their line, by means of branches to different parts.

At the next session of Parliament application will be made for the granting of a charter for a railway line, to run from Callender to James' Bay (in Hudson's Bay). Callender is at present the eastern section of the Canadian Pacific Railway.

The Chignecto Marine Transport Railway have applied for letters of incorporation.

The Stormont (Ont.) Cotton Manufacturing Company have declared a dividend of five per cent for the half year.

Professor Selwyn, of the Geological survey, reports the discovery of rich lignite coal beds in the Bow River district, northwest territory.

NORTHWESTERN NOTES.

A Winnipeg special says:—

"The *Times* comments upon the alleged attack of the Grand Trunk, in the English money market, upon the Syndicate, and says that the contest is desperate. To proceed with construction next year the Syndicate must have an enormous amount of money or else the company will go under. It is no exaggeration to say that Stephen and his colleagues are face to face with a trying crisis, and, as the fortunes of Manitoba are bound up in their position, it is a critical one. Other well-informed persons say that the Grand Trunk is acting with a view to force an entrance into Manitoba by enabling the Northern Pacific to float its bonds and close the money market against the Canadian Pacific. There is good reason to believe that the situation is more critical than would appear on the surface.

FINANCIAL.

The Montreal stock market on Saturday last was irregular; Bank of Montreal was a shade better, but other securities lower; Federal sold at 153. "W."

OTTAWA, December 21, 1882.

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RAILWAY TRAIN BRAKES.

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- G**EORGE, EVAN P. JR., COUNSELLOR AT LAW AND Solicitor of Patents, 4 and 6 Warren Street, N. Y.
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- H**AYWARD, S. F. GENERAL AGENT BABCOCK Fire Extinguisher, 407 Broadway, N. Y.
- I**VISON, BLAKEMAN, TAYLOR & CO., STEEL PENS 753 and 755 Broadway N. Y.
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- K**NOX & SHAIN, MANUFACTURERS OF ENGINEERING and Telegraphic Instruments, 716 Chestnut Street, Philadelphia, Pa.
- M**OLLER & SCHUMANN, MANUFACTURERS OF Coach and Car Varnishes, Brooklyn, N. Y.
- N**ATIONAL TUBE WORKS CO., MANUFACTURE Wrought Iron Pipes and Tubes, 104 and 106 John Street, N. Y.
- N**ATIONAL RAILWAY PATENT WASTE COMPANY 240 Broadway, N. Y.
- P**ARDEE CAR WORKS, PARDEE, SNYDER & CO., (Limited) Watertown, Pa.
- P**ERKINS & CHOATE, AGENTS FOR STEEL OR IRON Rails, 23 Nassau Street, N. Y.
- P**IEHLE BROS., STANDARD SCALES AND TESTING Machines, 115 Liberty Street, N. Y.
- S**HUGG BROS., DESIGNERS AND ENGRAVERS ON Wood and Photo-Engravers, 18 Cortlandt St., N. Y.
- S**WIFTS IRON AND STEEL WORKS, MANUFACTURERS of all Weights of Standard and Narrow Gauge Rails, 26 West Third St., Cincinnati, Ohio.
- T**HE CONGDON BRAKE SHOE COMPANY, IMPROVED Car Brake Shoe, 142 Dearborn Street, or opposite Tribune Building, Chicago.
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THIS IS RELIABLE.

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76 FULTON STREET,
Cor. Gold Street, NEW YORK.

Commerce of New York.

The foreign imports at New York for the month of November were:—

	1880.	1881.	1882.
Ent. for cons.....	\$12,684,476	\$19,638,860	\$16,708,812
Do. for warehousing	5,965,112	6,122,466	6,243,514
Free goods.....	11,968,093	11,683,306	10,658,719
Specie and bullion..	9,248,677	1,350,239	1,698,388

Total ent. at port....	\$39,866,358	\$35,794,871	\$35,309,433
Withdrawn from warehouse.....	8,368,898	6,222,609	6,718,405

The foreign imports at New York for eleven months from January 1, were:—

	1880.	1881.	1882.
Ent. for cons.....	\$216,528,514	\$206,086,307	\$238,662,288
Do. warehouse.....	106,178,308	78,547,401	92,820,747
Free goods.....	116,368,458	115,403,613	119,900,747
Specie and bullion..	59,007,649	54,266,132	6,222,470

Total ent. at port..	\$492,100,929	\$454,303,453	\$457,605,906
Withdrawn from warehouse.....	85,833,430	99,913,900	89,581,315

Received for Customs at the Port of New York:—

	1880.	1881.	1882.
In Jan.....	\$11,960,677 78	\$10,572,559 15	\$13,387,551 25
In Feb.....	12,254,602 24	11,217,766 87	13,585,053 65
In March.....	14,469,557 65	13,122,964 03	13,999,138 76
In April.....	11,901,071 43	11,678,760 93	11,906,105 45
In May.....	9,752,873 54	11,055,935 39	11,981,893 08
In June.....	10,699,840 52	10,993,452 70	11,428,930 11
In July.....	13,360,394 37	12,079,573 95	13,730,752 82
In August.....	14,492,361 87	15,205,469 58	16,483,260 67
In Sept.....	12,856,636 10	14,104,647 51	14,690,362 47
In Oct.....	10,574,333 53	13,011,426 27	13,095,876 74
In Nov.....	9,079,082 36	9,711,039 46	9,938,679 71

Total 11 mos. \$131,401,331 39	\$132,752,595 84	\$144,227,569 02
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The exports from New York to foreign ports for the month of November, were:—

	1880.	1881.	1882.
Dom. produce.....	\$33,618,018	\$26,203,570	\$29,601,264
For. free goods.....	267,066	616,754	146,212
Do. dutiable.....	687,404	722,689	607,311
Specie and bullion..	682,491	1,006,329	741,010

Total exports.....	\$35,254,979	\$28,569,342	\$31,095,797
Do. exclusive of specie.....	34,572,488	27,563,013	30,354,787

The exports from New York to foreign ports for eleven months from January 1 were:—

	1880.	1881.	1882.
Dom. produce.....	\$373,335,431	\$329,040,618	\$301,779,378
For. free goods....	2,580,607	7,193,496	4,446,008
Do. dutiable.....	4,982,500	5,662,910	5,653,744
Specie and bullion	7,702,310	11,519,071	46,487,926

Total exports.....	\$388,510,848	\$353,425,095	\$358,367,056
Do. exclusive of specie.....	380,808,538	341,906,024	311,879,130

Anthracite Coal Tonnage.

The following is a comparative statement of anthracite coal tonnage for the month of November, 1882, compared with the same month in 1881:—

	1882.	1881.
Philadelphia and Reading Railroad.....	728,696	690,764
Lehigh Valley Railroad.....	568,219	551,499
Central Railroad of New Jersey.....	377,612	380,784
Delaware, Lackawanna and Western.....	416,354	423,461
Delaware and Hudson Co.....	343,627	320,633
Pennsylvania Railroad.....	196,271	195,138
Pennsylvania Coal Co.....	142,121	150,717
New York, Lake Erie and Western Railroad.....	24,468	34,872

Total.....	2,797,372	2,727,871
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The following is the statement for the year 1882, compared with the year 1881:—

	1882.	1881.
Reading Railroad.....	6,355,690	6,307,166
Lehigh Valley Railroad.....	5,408,808	5,126,844
Central Railroad of New Jersey.....	3,862,703	3,678,586
Delaware, Lackawanna and Western.....	4,230,066	3,963,054
Delaware and Hudson Canal.....	2,906,848	2,910,766
Pennsylvania Railroad.....	2,169,601	2,030,831
Pennsylvania Coal.....	1,344,544	1,333,217
New York, Lake Erie and Western Railroad.....	242,394	424,822

Total.....	26,520,656	25,775,289
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—showing an increase for the month of 69,500, and for the year of 745,367. The stock of coal on

hand at tide-water shipping points November 30, 1882, was 535,891 tons; on October 31, 1882, 524,050 tons—increase, 11,841 tons.

An incident in connection with the floods in the south of France brings into striking relief the rigor with which rules are enforced by the directors of French railways. A freight train was stopped between Guiche and Urt, unable to proceed or go back, the fires having been put out by the water. The rules of the French railway company in question say that the responsibility of the driver, stoker, and guard only ceases when their arrival has been duly certified at their destination. The three officials, therefore, had to stick to their fireless trains till the subsidence of the waters. Food was brought to them in boats, so that they did not starve, but they were nearly dead with cold.

The great obstacle in the way of railroad building in China is said to be the over-peopled condition of the country. The Chinese thinkers say, If we build railroads to transport people and merchandise from one point to another, what are we going to do with the immense surplus of labor it will throw upon us? What can we do with the thousands of coolies and others thrown out of employment? The question is a very serious one. At present the internal commerce of the empire is moved almost entirely by the canals and natural water courses, or on the backs of camels, mules and men. There are but few horses and almost no vehicles.

The Stow Flexible Shaft Company, of Philadelphia, are running extra hands as hard as they can be pushed, to fill large orders received from England and Germany, and which must be shipped this year.

The Treaty of Commerce, Navigation and Amity, recently concluded between Mexico and Germany, has been ratified by the Mexican Senate. The treaty contains the "most favored nation" clause.

The Jackson & Sharp Company shipped on Saturday last two officers' cars to the Denver and Rio Grande Railroad, and four passenger cars for the Florida Central and Southern Railroad.

A WOMAN who keeps only one servant to do her work says that "helps are always leaving, you know, and when you are left alone it's much easier to do the work of one servant than two."

The Harlan & Hollingsworth Company shipped on Tuesday last six passenger and two baggage cars to the Pittsburgh and Western Railroad.

"THEY lay in beauty side by side"—one hundred and forty-four perfect pens in boxes put up by the Esterbrook Steel Pen Co.

THE reason why a railroad is so patriotic is because it is bound to the country by the strongest ties.

A LADY'S TOAST TO THE MEN.—At a literary meeting, Mrs. Duniway "toasted" men as follows: "God bless 'em. We halve their joys, double their sorrows, treble their expenses, quadruple their cares, excite their affections, control their property, and outmaneuver them in everything. This would be a very dreary world without men. In fact, I may say, without prospect of successful contradiction, without 'em it would not be much of a world anyhow. We love 'em, and the dear beings can't help it; we control 'em, and the precious fellows don't know it. As husbands, they are always convenient, though not always on hand; as beaux they are by no means matchless. They are most agreeable visitors; they are handy at State fairs, and indispensable at oyster saloons. They are splendid as escorts for some other fellow's wife or sister, and as friends they are better than women. As our fathers they are inexpressibly grand. A man may be a failure in business, a wreck in constitution, not enough to boast of as a beauty, nothing as a legislator for woman's rights, and even not very brilliant as a member of the press, but if he is our own father, we overlook his shortcomings, and cover his peccadilloes with the divine mantle of charity. Then, as our husbands, how we love to parade them as paragons! In the sublime language of the inspired poet:—

"We'll lie for them,
We'll cry for them,
And if we could we'd fly for them,
We'd do anything but die for them."

THE increasing cost of wood for constructive purposes and for railroad ties is, says the *Boston Journal of Chemistry*, one of the most serious problems which confront the managers of railroads. Processes of preservation of wood have been tried with more or less success on nearly all of our trunk lines. The latest method suggested for the preservation of bridge timber and ties consists in first subjecting the finished timber to dry heat and then immersing it in a hot bath composed of asphalt and carbolic acid. On cooling, the solvent of the asphalt evaporates, leaving a skin or coating of asphalt on the surface of the wood that resists water and keeps the antiseptic material locked within the pores of the wood. The exterior of the wood presents a smooth and dark surface, requiring no planing. It is understood that the process is to be used on a large scale on one of the Canadian trunk lines.

A RECENT visitor to the Dismal Swamp in Virginia found it much reduced in extent compared to what it was twenty years ago. It now contains some of the best farming land in the State. A railroad runs across it, and it is on its way to final extinction. The drainage of Lake Drummond, a central body of water lying higher than the average level of the swamp, would make the whole area fertile. This is a project of Gen. Benjamin F. Butler, who once had surveys made, but at length abandoned it. The great industry of the swamp is lumbering. It is penetrated by small ditches in connection with larger canals, and by rude tramroads, over which the logs are hauled to be sawed up into shingles, railroad ties and fencing. The lake itself, however, with the almost impenetrable fringe of cypress and its projecting roots and broken stumps, is quite as dismal as ever.



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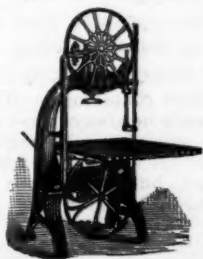
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IMPORTANT ANNOUNCEMENT TO INVENTORS.

THAT department of the AMERICAN RAILROAD JOURNAL which contains descriptions of new inventions properly coming within its range of subjects, is regarded with great notice and favor, particularly by those directly interested in learning what the latest applications of mechanical ingenuity in railroading are, and by those who have produced inventions which they desire to make as widely known as possible.

The large and widespread circulation of this paper, its prestige as the oldest railroad journal in the world, and the weight attached to its contents by the general consent of leading railroad men in all countries, give such value to its carefully prepared descriptions of new machinery and appliances as cannot be found outside of its columns.

The interest manifested by inventors in supplying us with information of their doings, and the eagerness with which this is received, encourage us to give an increased attention to that department of this paper treating of new inventions.

We therefore repeat our invitation to all persons who have produced what they regard as improvements coming within the range of railroad operations, to communicate with us promptly regarding the same.

All matter sent us will be thoroughly examined and considered, and no inventions in our opinion likely to be practicable and useful will be passed over without receiving due attention from us.

List of Patents for Inventions Relating to Railways, Manufacturing, Mining, Machinery, Etc.

BEARING DATE OF DECEMBER 19, 1882.

- 269,168. Car-Coupling: Absalom Beans, Rosco Township, Davis county, Iowa. Filed May 9, 1882.
- 269,176. Car-Coupling: John Boyd, La Grange, Ind. Filed May 12, 1882.
- 269,189. Apparatus for Heating Freight-Cars: William E. Eastman, Boston Mass., assignor to the American Freight Car Heater Company, Portland, Me. Filed August 4, 1882.
- 269,190. Method of and Means for Utilizing Locomotive-Engines for Stationary Purposes: Clement B. Finley, Huntingdon, Pa. Filed Oct. 27, 1882.
- 269,195. Fare-Box: William Golding, New Orleans, La., assignor of one-half to Schuyler B. Steers, same place. Filed Sept. 9, 1881.
- 269,235. Means for Automatically Stopping Trains and Signaling: William C. Shaffer and Arthur M. White, Philadelphia, Pa., assignors to the Railroad Safety Lock and Signal Company, of New Jersey. Filed Sept. 1, 1882.
- 269,237. Hand-Car: George S. Sheffield, Three Rivers, Mich. Filed July 13, 1882.
- 269,243. Feed Water Heater: Daniel C. Stillson, Somerville, Mass. Filed August 24, 1882.
- 269,257. Car-Coupling: Fred. W. Brooks, Oak Grove, Wis. Filed Oct. 11, 1882.
- 269,259. Automatic Railroad Switch: Joseph G. Chasse, Springfield, Mass., assignor of one-tenth to Benjamin Fagnant, same place. Filed Jan. 25, 1882.
- 269,287. Car-Brake: John W. Henson, Benjamin F. Hudson and Sydney Smith, Dallas, Tex. Filed Sept. 27, 1882.
- 269,300. Rotary Engine: John F. Laab, Hamilton, Ontario, assignor to William Nicholas Miller, Toronto, Canada. Filed May 9, 1882.
- 269,301. Relief-Valve for Engines: James Livingston and John Kennedy, Toronto, Ontario, Canada. Filed August 10, 1882.
- 269,311. Railroad-Switch: Sylvanus B. Nickum, Marion, Ind. Filed Nov. 29, 1881.
- 269,319. Steam-Actuated Valve: H. Lansing Perrine, Denver, Col. Filed Oct. 18, 1882.
- 269,322. Car-Coupling: John J. Puralley, Wetmore, Kans. Filed Nov. 11, 1882.
- 269,324. Car-Stove: Abram Reese, Pittsburgh, Pa. Filed July 24, 1882.
- 269,354. Car-Coupling: Jonah J. Vinson, Waveland, Ind. Filed June 17, 1882.
- 269,358. Car-Coupling: John F. Wallace, Pittsburgh, Pa. Filed March 15, 1882.
- 269,394. Railroad Signal: James Dolan, Suckasunny, N. J. Filed July 1, 1882.
- 269,398. Railroad-Switch: Charles F. A. Eddy, Greenfield, Mass. Filed June 22, 1882.
- 269,412. Nut-Lock Washer: H. L. Heaton, Columbus, Ohio, assignor of three-fourths to Hylas Sabin, George W. Luce, and John M. Tibbetts, same place. Filed Oct. 12, 1882.
- 269,424. Wheel: Ebenezer S. Jennings, Nelsonville, Ohio. Filed Oct. 26, 1882.
- 269,431. Tubular Lamp: John Kruppenauer, Brooklyn, assignor to Frederick Dietz, New York, N. Y. Filed August 7, 1882.
- 269,442. Railroad: Ross B. Meeker, Sanford's Corners, N. Y. Filed March 28, 1882.
- 269,456. Car-Coupling: Levi Pentz, Canton, Ohio, assignor of one-half to John P. Rauch, same place, and Robert G. MacGonigle, Pittsburgh, Pa. Filed July 29, 1882.
- 269,458. Safety Steam-Boiler: George T. Pillings, Baltimore, Md. Filed Sept. 11, 1882.
- 269,474. Nut-Lock: John Sherman, Cleveland, Ohio. Filed May 25, 1882.
- 269,482. Wrench: Loyd H. Swan, Oxford, Ind. Filed April 26, 1882.
- 269,485. Car-Coupling: William P. Taggart, Phoenixville, Pa. Filed Sept. 22, 1882.
- 269,489. Apparatus for Heating Railway Cars: Maurice J. Walsh, New York, N. Y., assignor, by mesne assignments, to Louis Fitzgerald, same place. Filed July 20, 1882.
- 269,490. Hand-Car for Railways: Samuel H. Walz, Three Rivers, Mich., assignor, by direct and mesne assignments, to the Three Rivers Velocipede Car Company, same place. Filed Feb. 17, 1882.
- 269,505. Signal-Light: Julius Pintsch, Jr., Berlin Germany. Filed April 14, 1882.

At the annual meeting of the stockholders and holders of certificates of indebtedness of the Eastern Railroad Company, held in Boston, Mass., on the 13th inst., the annual report of the directors, an abstract of which is given in our present issue, was presented and accepted, and the following gentlemen elected directors on the part of the certificate holders: Richard Olney, of Boston; Jacob C. Rogers, of Peabody; George S. Morrison, of New York; George E. B. Jackson, of Portland; Jonas H. French, of Gloucester; and Samuel C. Lawrence of Medford. The last three are new members, and succeed George P. King, Alfred P. Rockwell and Elisha B. Phillips. The directors on the part of the stockholders subsequently elected, are: Charles Houghton, of Boston; John Cummings, of Woburn; Arthur Sewall, of Bath, Me, the latter being a new director. In the afternoon the directors met and elected George E. B. Jackson, of Portland, Me., president, in the place of Elisha B. Phillips, resigned. Mr. Jackson is president of the Maine Central Railroad Company, the lessees of the European and North American Railroad, and therefore now controls a through line from Boston to the New Brunswick line.

Out of 17,207 ships, representing a tonnage of 33,244,452 tons, which have passed through the Suez Canal since it was opened in December 1869, up to the end of 1881, 12,960 ships, representing 25,779,664 tons, bore the British flag, leaving 4,247 ships, representing 7,464,788 tons, for the collective commerce of the rest of the nations. France, whose interest comes next after that of the English in the canal, sent through during the same period only 1,048 ships, having a tonnage of 2,963,765 tons, or about a twelfth of the ships and a ninth of the tonnage sent by Great Britain.

Duty on Cotton Ties.

A DECISION was rendered in the Supreme Court of the United States at Washington, on the 11th inst., in the case of A. S. Badger, Collector of Customs of the port of New Orleans, against D. L. Ranlett & Co., in which the controversy relates to the proper duty to be collected on imported cotton ties. The Court holds that cotton ties, each consisting of an iron strip and an iron buckle, imported in bundles, each bundle consisting of thirty strips and thirty buckles, each strip eleven feet long, and the whole blackened, are subject to a duty of thirty-five per cent, ad valorem, as "manufactures of iron" not otherwise provided for, under Schedule E. Section 2,504 of the Revised Statutes, and not to a duty of one and one-half cents per pound, under said schedule, as "band, hoop and scroll iron." The question as to whether the articles were subject to some other rate of duty than one of those two, not having been raised on the trial in the Court below, cannot be raised by the plaintiff in error in this Court. The judgment of the Circuit Court is affirmed. Opinion by Justice Blatchford.

A PULLMAN car porter has been telling a St. Louis reporter about the earnings of the employes on those cars. Drummers are liberal, young married men are good, women are very bad, millionaires worst. "I had a sad illustration of that a couple of weeks ago. Col. Gillette, a millionaire mine owner (traveling with Bonanza Mackey), gave me a dollar. He said, with a terrible stutter, 'It was all the ch-ch-ange he had.' It was somewhat of a blow, but I went in and got Mr. Mackey out for his brush. He fumbled round among a lot of keys, and finally fished out fifty cents. By jinks! I was mad, but I couldn't say anything. It's so with most rich men. There's Gov. Tabor, he's about as good as any of 'em, but he never gives me more than a dollar. There's Senator Jones, he went to Deming once with me and gave me \$5. On the other hand, Senator Fair, who is fifty times richer than Jones, they say, came up once, and he only gave me \$1. He was nice about it, though—spoke so kind, and told me not to spend my money foolishly. Politicians, when they get money, are mighty good. There's Dorsey, the Star route man. When he goes down to his ranch he always gives me a handful of silver—don't stop to count it." The worst of all are old ladies, who want bags and parcels carried, but never give aught but thanks; in these, however, they are usually generous.

At a meeting of the stockholders of the Wheeling, Parkersburg and Charleston Railroad Company, held at Parkersburg, W. Va., on the 16th inst., the name of the corporation was changed to that of the Ohio River Railroad, and the limit of stock of the company increased to \$5,000,000, and mortgaging was authorized. The following directors were elected: John McLure, W. F. Peterson, Semptimus Hall, E. H. Browne, D. R. Neal, George W. Thompson, W. N. Chancellor, C. H. Shattuck, R. S. Brown, E. Schon and B. W. Byrne. It was stated that the road will be put to contract within three weeks.